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The Hongkong Telegraph

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RUSSIANS FOUND GUILTY.

CHARGE OF STIRRING UP AGITATION.

EFFECT OF THE BRITISH NAVAL ACTION.

FENG HAS A SET-BACK.

The preliminary trial of a number of Russians who were arrested in the raid, by Chang Tse-lin's orders, on the Russian Embassy at Peking, some months ago, has concluded, all being found guilty of stirring up agitation in China. They are being sent up for trial by a higher court.

Owing to the successful action by British Naval men in safeguarding junks and hulks belonging to British companies, on the Yangtze, there is a slight indication of anti-British feeling at the places affected. On the other hand, the situation at Chungking is normal, and British property there which had been under Chinese guards is reported to be almost intact.

The Nanking Conference has eliminated a number of Communists and besides this it is stated that certain prominent men are out of the Kuomintang political arena for the time being, including Chiang Kai-shek. There is apparently a possibility of the session removing from Nanking to Shanghai.

There is not very much news of war activities, but a report suggests that Feng Yu-hsiang has had a set-back, his forces having to evacuate two towns recently occupied.

KUOMINTANG LEADERS RETIRE.

Peking, Sept. 16. Labour conditions are normal. The preliminary trial of fifteen able and provisions are available from contractors.

Russians arrested in the Embassy raid in March concluded yesterday, all being found guilty of stirring up internal disturbance in China.

The prisoners will now come before the High Procure Court. —*Reuter.*

ANTI-BRITISH FEELING.

Congress at Shanghai?

Wuhu, Sept. 16. The frustration of the attempt to commandeer junks attached to British firms has resulted in slight anti-British feeling.

It is rumoured that the big conference between the Wuhan and Nanking parties will be held at Shanghai instead of Nanking. —*Naval Wireless.*

An Official Departure.

Chinkiang, Sept. 16. The Commissioner for Foreign Affairs has left for Shanghai. —*Naval Wireless.*

CHUNGKING NORMAL.

British Property Safe.

Chungking, Sept. 16. The Trade Delegation has arrived here. The city is quiet and there has been no re-appearance of any anti-British feeling.

VOLUNTEER OFFICERS.

THREE PROMOTIONS.

It is notified in the *Government Gazette* that H.E. the Governor has made the following promotions in the Hongkong Volunteer Defence Corps, with effect from the 14th September, 1927:—
Lieutenant Kenneth Sinclair Morrison, to be Captain.
Second Lieutenant Henry Charles Macnamara, to Lieutenant.
Second Lieutenant Thomas Adis Martin, to be Lieutenant.

COLONY'S FINANCE.

STATEMENT FOR JUNE.

The Colony's financial statement for the month of June is published in the current *Gazette* and it is shown that the receipts for the month were \$1,526,949 and the expenditure \$1,661,288. The Colony's balance of assets over liabilities was reduced from \$4,441,316 to \$4,305,977.

AMERICAN LEGION HONOURED.

FRANCE PROCLAIMS A HOLIDAY.

WAR MEMORIES REVIVED.

Cherbourg, Sept. 16. Owing to the American Legion making an exception in holding its annual national convention this year in Paris, the French Government has proclaimed September 19 a national holiday in honour of the visit.

Headed by General Pershing, former commander of the American Expeditionary Force, the last contingent of over 18,000 Legionnaires arrived at Cherbourg to-day, aboard the liner *Leviathan*, conveyed by two American destroyers. In memory of the war time convoys, the American troops were welcomed with the booming of salutes by warships, a babel of siren-blowing and dropping of aeroplanes, and enthusiastic cheering. The men marched to the town hall, where they had a civic reception, and then entered for Paris. —*Reuter.*

Paris Celebrates.

Paris, Sept. 16. A thunderous greeting awaited General Pershing. He was welcomed by M. Painleve, Generals Petain and Gouraud, in a background of flags and soldiers in uniform, popular shouts and bands playing American patriotic airs. The principal streets were illuminated and there was dancing all night long in the public squares. —*Reuter.*

UNNECESSARY SCARE IN LONDON.

HARMLESS "BOMB" IN THE UNDERGROUND.

London, Sept. 16. What was thought to be a bomb, was found during the night in a tunnel of the Underground railway near the Temple station.

Upon examination by the police, it was discovered to be nothing more dangerous than a tin containing one ounce of black magnesium powder, which is used for flash-light photography.

Reports that the tin contained a charge fuse are denied, and the suggestion published in certain newspapers that an attempt had been made to blow up the tunnel by Sacco and Vanzetti sympathisers is accordingly shown to be unfounded. —*British Wireless.*

LEAGUE COUNCIL.

EFFECT OF CANADA'S ELECTION.

Geneva, Sept. 16. Some foreign circles here consider that the election of Canada to the Council does not open any big problems though it tends to deprive Europe of the new seat on the Council in future. Moreover, it is contended that Great Britain is no longer able to speak in the name of the Dominions in the Council but only in the name of Great Britain. But these commentators appear to disregard the fact that there are other British Dominions besides Canada. —*Reuter.*

A PRUSSIAN LOAN REQUIRED.

NEGOTIATIONS WITH AMERICA.

Berlin, Sept. 16. The Prussian State Bank, on behalf of the Prussian State, is negotiating with America for a 6 per cent. loan of \$30,000,000, probably to be issued at 96½ to 97. —*Reuter.*

IRISH ELECTION.

THREE MEN SHOT.

London, Sept. 16. Three men were shot, one seriously, in an election fight at Raphoe, Donegal, between supporters of De Valera and the Government. —*Reuter.*

BRITISH PLUCK.

A DUBLIN-NEW YORK FLIGHT.

START MADE IN RAIN.

London, Sept. 16. Captain Mackintosh and Commandant Fitzmaurice have hopped off in a Fokker monoplane for a Trans-Atlantic flight from Dublin.

Captain Mackintosh is an Imperial Airways pilot, and Commandant Fitzmaurice is a Commandant of the Irish Free State Air Force. Their monoplane is named the "Princess Xenia," and has a nine-cylinder Bristol-Jupiter 350 horsepower engine. It carries a rubber boat, but it is not equipped with wireless.

It started from Dublin at 1.36 p.m. Rain was falling, but the Atlantic conditions were reported to be favourable.

Captain Mackintosh said he was steering direct for Newfoundland, and expected to make New York in 28 hours. —*Reuter.*

Fliers Are Confident.

London, Sept. 16. Captain Mackintosh and Commandant Fitzmaurice started on a trans-Atlantic flight at half-past one this afternoon, from Baldonnel Aerodrome, Dublin.

Despite the recent disasters to Atlantic fliers, they have been waiting at Baldonnel for eleven days, determined to start as soon as better conditions were reported over the Atlantic. Their aeroplane, the "Princess Xenia," is a Fokker monoplane. It has no wireless apparatus, but carries a rubber boat, with two paddles. The machine is capable of carrying 701 gallons of petrol, and can stay in the air for 41 hours. It has a range of 3,977 miles. It is fitted with a Bristol-Jupiter engine of 510 maximum horsepower, and has a speed of 125 miles an hour.

Captain Mackintosh has had great experience as a flier, having crossed the English Channel more times than any other pilot. He recently completed eight years service on the London-Paris route. His companion, Commandant Fitzmaurice, is an officer in command of the Irish Free State Air Force.

Discussing his chances of success the other day, Capt. Mackintosh said, "We shall not be foolhardy. The whole of the flight which we propose to make has been properly organised. Our machine will definitely do the range. We have full confidence in our engine, and personally I have the fullest confidence in my own abilities in conjunction with Commandant Fitzmaurice. Although we believe there is a certain amount of risk, we have endeavoured to reduce it to a minimum."

Before starting on the flight to-day, Capt. Mackintosh said he expected to reach New York in 26 hours. —*British Wireless.*

American Will Try.

London, Sept. 16. There has been a sudden change in the plans of the American millionaire, Mr. Levine, who was reported the other day to be flying to the East.

He has received favourable weather reports, and is preparing for a trans-Atlantic flight to-morrow. —*Reuter.*

FINE WEEK-END.

The Royal Observatory forecast up till noon to-morrow is—"North-east winds, moderate, fine."

STOP PRESS.

BRITISH FLIGHT DELAYED.

London, Sept. 16. Captain Mackintosh was forced to land near Bally Bunlor, County Kerry, at six this evening. —*Reuter.*

VICE STILL TO BE TOLERATED.

FRENCH AND JAPANESE CAUTIOUS.

ENGLISHWOMAN'S APPEAL.

Geneva, Sept. 16.

Warnings not to proceed too swiftly in the abolition of *matons tolerees* were made in the League Committee discussing social vice, after Dame Ethel Lytleton, on behalf of Britain, had appealed passionately to the Assembly to recommend the strongest repressive legislation next year.

The French spokesman said that France was striving to abolish licensed houses, but too precipitate action would develop clandestine vice.

The Japanese spokesman declared that the Governors of some Japanese provinces had already satisfactory dealt with vice, but it was necessary to proceed prudently and cautiously. —*Reuter.*

A LEAGUE PLAN FOR PEACE.

FRENCH DELEGATE'S SCHEME.

Geneva, Sept. 16.

A comprehensive plan for approaching the disarmament problem by way of security guarantees, was submitted to the Disarmament Committee by M. Paul Boncour (France), firstly providing for the rapid convocation of the Council in the event of an international crisis; secondly providing that each Power should be assured of collective aid being organised by the League, because such action would tend to prevent war and eventually protect the victim of aggression; and thirdly the conclusion of arbitration agreements with the object of creating mutual confidence among all the States, and also systematic preparation to enforce the various articles of the Covenant, and making the terms of the Protocol more elastic, in order to permit the signatories to determine their obligations, proportionately with the ties uniting the various nations according to geographical situation. —*Reuter.*

SEVERAL MISHAPS.

CHINESE HOSPITAL CASES.

A number of mishaps occurred yesterday, which resulted in several Chinese being sent to the Government Civil Hospital for treatment.

In one case a girl, seven years old, living on the second floor at 30, Bridges Street, accidentally collided with her mother, who was carrying a pot of boiling water. The child was scalded on her face, right arm, and right knee.

Other cases necessitating hospital treatment included a man who was found lying near the tram lines beside the Praya East station, with injuries to his head. It is believed that the man had fallen while attempting to alight from a moving tram car.

A Chinese living at 115, Whitfield Road, ground floor, who was sent for treatment for wounds to his head and back, alleged that the wounds were inflicted by another Chinese with a broken rice bowl. His opponent, he states, threw the rice bowl at him twice, from short range. The accused man is in police custody.

BAND CONCERT.

PROGRAMME AT KOWLOON DOCK.

The following is the programme to be given by the band of the 1st Cameronians at the Kowloon Dock United Services Club on Sunday evening from 8.30 to 10.30:—

March, "New Colonial"
Cornet Solo, "Sizlettia"
Soloist, Bds. G. Phillips
Selection, "Rigoletto"
Musical Travesty, "Dye Ken John Peel"
Selection, "Patience"
Bell Gavotte, "Bells of St. Malo"
Bells, Bds. A. Lovick
Pot Pourri of Scottish Airs
Grand Military Tattoo
The Cameronians Band
God Save The King.

Bulls and Inners

From the Office Butts.

Sir Thomas Beecham is planning for wireless enthusiasts to hear week, but fortunately the girls opera at two pence a week. If they want to see it, we expect the price will still be a guinea a box.

Mr. Henry Ford has purchased over a million acres of Brazil. The rumour that he really intends to produce spare nuts for fliers is entirely without foundation.

The weather is coming when men will get stout in the Clubs. What about forming a Girth Control Society?

Rugger players are now overhauling their collar bones.

We are a democratic people. The Peak tram brings everyone down to the same level.

These cars around Pedder Street are pretty thick. So are some of the drivers.

Newcomer: No, derbies are not worn in Hongkong until December 16.

In spite of recent Canton shootings, Hongkong is too crowded.

After sitting next to McWhirter for a session at poker, we are inclined to the belief that a fortune awaits the man who invents a pipe, capable of consuming its own smoke.

Having disposed of the Budget, Hongkong's next pressing need will be heavy underwear that doesn't itch.

"Half a Loaf" and "Fallen Angels" sound not unlike the recipe for a delicacy on horseback!

We notice that Penucci and Divinity will be present at the "Fun O' The Fair." Awfully sweet of them.

The "White Elephant Stall" is quite an original idea, but why not call it a "Jumbo" Sale?

The *Chitchee Mail* enunciates the principle that "it is as well to be hung for a sheep as a lamb." This merely proves that the writer doesn't care a hang for correct usage of the King's English.

One swallow doesn't make a summer; on the other hand several too many are apt to make one stammer.

A contemporary refers to divorce courts as "divorce mills." We should say that some of them handle decidedly raw material.

It is understood that the man who was discovered in a vat of beer near Southampton, had mistaken a fellow froth-blower's invitation to "join him in one."

"Man makes millions out of Tin" states a newspaper heading. This must refer to Henry.

A little present often smooths over a rough past.

Advice to suburban: Break into song if you will, but keep out of strange flats.

The lady who wears a very fashionable evening dress these days is, strange to say, very much out of it.

Says an American paper: "Theoretical gents looking for Utopia might take a look at Natal, in Egypt, where 97 per cent. of the people can neither read nor write." But perhaps they know a little geography?

Matched owners at Repulse Bay, have now come to the conclusion that privacy is a privation under certain circumstances.

The difference between an Association and a Society is seen in the concert announcements of the D.O.G.A. Bow-wow!

A water boat master was fined the other day for not producing his license. Local club stewards are reported to be in close conference with the analysts.

In a police case, a watchman was used as a stool pigeon. We have seen many watchmen roost on stools during the dark hours, especially outside business premises.

There were very high tides last week, but fortunately the girls were suitably clothed.

Say it with brakes and save on the flowers.

"Photographs 'with a soul' are now being advertised. We wish some of their owners in Kowloon were equipped with a heart."

The Kandy Kids will be selling Divinity Brittle at Lee Gardens next week. Veritas says it always was.

The M.C.L. are sending a trunk call for White Elephants.

A headline we never expect to see: "Unruly Scene in Council! Unofficial Member Demands A Vote."

Mental telepathy must have been a great success at the Kowloon Cricket Club last Saturday since beer was served out to the troops.

There will soon be a boom in yachts in Hongkong.

Sir Harry has accepted the Freedom of Edinburgh. McWhirter says he is welcome to all he can get of it including the right to sit in the Gardens on a Sunday.

Mussolini has been invested with the order of the White Elephant. The Socialists feel like that about him too.

In a recent Police Court case, the defendant being charged with "squeeze," the charge was pressed.

C.N.C.—Can Now Continue.

According to the *Gazette*, there are 25 churches in the Colony where weddings may be celebrated. Man has small chance now-days to avoid trouble.

Grilles are to be abolished on ships, but the pirates will still have a stake in the business.

Apparently the greatest fun of the fair will be with the dark.

The only part of a meal that customers got at the Parisien last week-end was a desert.

It is believed that the Indian Merchant's Club is run by a Sindhi.

It will be a fair wind that puts you on a Lee (Garden) shore next week.

Bowls and Bols have a spiritual affinity after the game is over.

West River pirates have a decided objection to the popular tune "When the Red, Red Robin comes bobbin' along."

"Widows are wonderful" according to a popular song, but Mrs. Schlee, wife of the almanac, doesn't believe it apparently.

There was no fireworks display when Brock arrived.

The Colony, having so much interest in the activities of chairmen has little time for airmen.

Although the cakewalk is dead, we have recently had terpsichorean in a bun-dance.

A contemporary advertises an overhead valve motor cycle of 493 horsepower. This is an overhead of the value, we believe.

With all these troop concerts, the soldiers are beginning to wonder if there are any new songs in the world.

In view of the popularity of picking pockets, on bathing beaches, Sunday is again regarded as a day of arrest.

We are promised a number of white elephants on view next Saturday. It is understood that the exhibition has official approval.

Mr. Man On Wing of Wanchai was up in the air at not being allowed to meet the world fliers.

A China contemporary in reference to the Navy's "destruction of pirate liars," was probably under the impression that truth was stranger than fiction.



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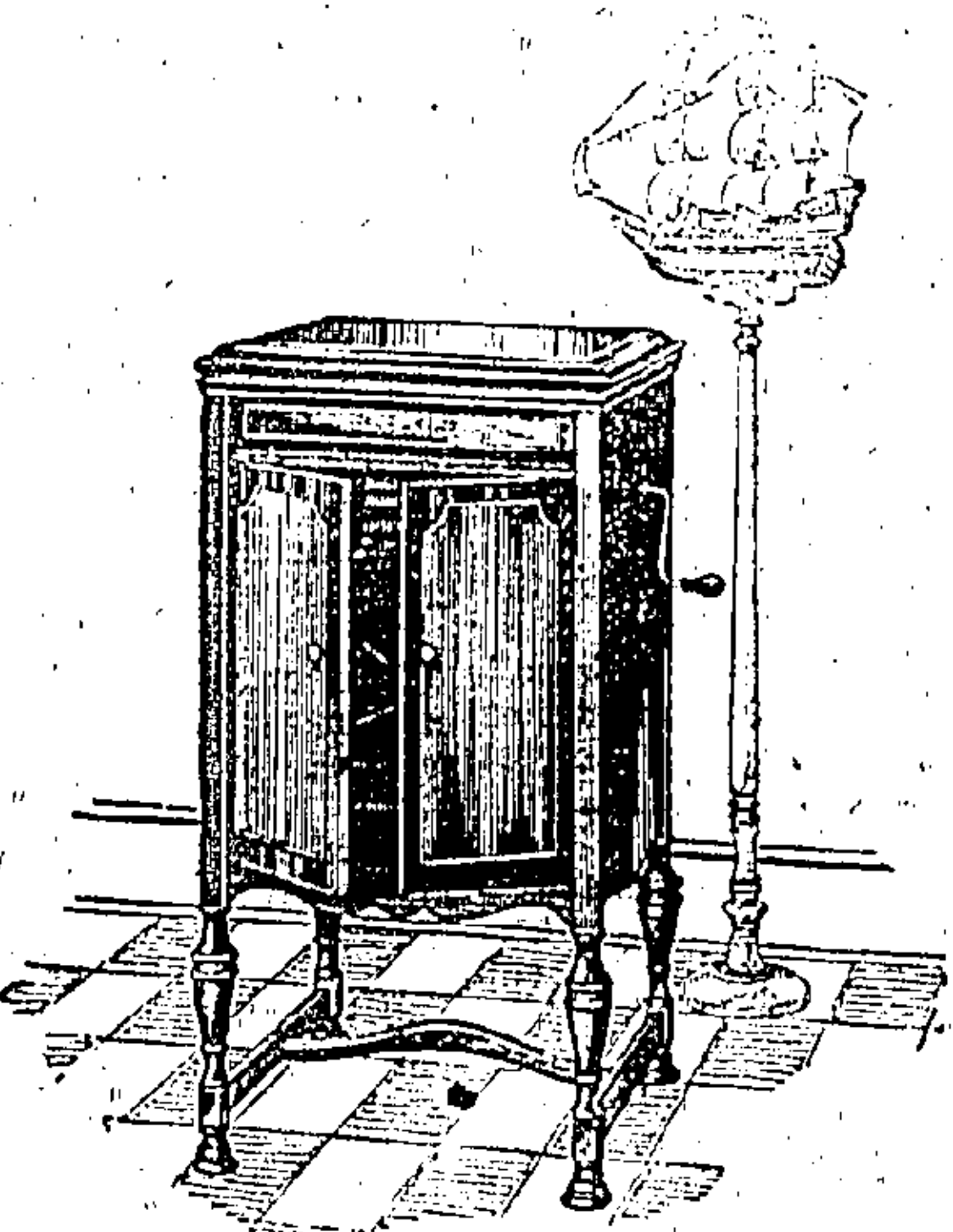
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THE KUOMINTANG.

PROVISIONAL SESSION OF NANKING CONFERENCE.

Shanghai, Sept. 16.

As already forecasted the provisional meeting of the Kuomintang delegates totalling twenty opened at Nanking yesterday afternoon. Instead of the originally planned plenary conference of the supervisory executive committees. The Nanking delegates included C. C. Wu, Li Shih-tseng, Tsai Yuan-pei, Chang Ching-chang, General Li Lieh-chun, and Li Chung-jen, of the Wuhaners, Sun Fo, Generals Tan Yen-kai, Chu Pei-teh, Chen Chien and Chen Chia-yu. Yu Jur-en represented Feng Yu-hsiang, and the ex-Chief of Police, Wu Te-chen of Canton. Other delegates were Chin Heng-yi, Chow Chi-kong, Chu Ming-yu, Liao Bin, Pei Yung-chow, Hwang Shih, and Chu Chi-chin, six of whom represented Shanghai or the Western Hills clique.

Tan Yen-kai, the chairman, opened the proceedings by explaining the purpose of the meeting after which a resolution was passed nominating new members of the supervisory executive committees to replace six who had been dismissed from the Kuomintang as communists, and one as a semi-communist. General Hwang Hsiang-sung, Kwangsi, was nominated to the supervisory committee. Chow Chi-kong, Hwang-shih, Wang Lo-pin, Chen Chia-yu, Chu Chi-chin, Ting Chao-wu, General Ho Ying-ching, Chen Shu-jen and Chu Min-yu were nominated to the executive committee.

The meeting resolved that Hsu Chien, Yen Tai-bai, Hsia-chin, Tong Mo-hsiu and Chen Chi-yuan should appear before the supervisory committee for examination into their reported communistic tendencies.

Dr. Wang Restored.

Doctor Wang Chun-hui was restored to membership in the Kuomintang. The meeting resolved to wire to Wu Han-min, Wang Ching-wei, Wu Tze-wei and Chiang Kai-shek to come to Nanking immediately and to function as members of the special committee.

The meeting then nominated thirty-two members to the Special Central Kuomintang Committee, namely Tsai Yuan-pei, Hsia-shih, Wang Ching-wei, Wang Pei-chun, Ho Hsiang-yin, Wu Han-min, Tang Chen, Sun Fo, Ling Sun, Yu Jur-en, Di Chuan-jien, Chang Chi, C. C. Wu, Wu Tze-wei, Tsao Lu, Li Shih-tseng, Chang Ching-chang, Chu Chen, Generals Li Tsung-jie, Li Lieh-chun, Feng Yu-hsiang, Tang Seng-chi, Chiang Kai-shek, Chen Chien, Yen Hsi-shan, Chu Pei-teh, Hsueh Tsung-chi, Tan Yen-kai, Li Chai-sum, Ho Ying-ching, Bei Tsung-hsi and Admiral Yang Shu-chuan.

The meeting nominated Chang Chi, Yu Jur-en, Ho Hsiang-yin, Li Shih-tseng and Tsai Yun-pei as a special supervisory committee. He then dismissed Wang Ching-wei's petition for his punishment without discussion. It wired calling on him to withdraw his resignation as chairman of the Kuomintang.—*Reuter*.

MEXICAN MURDERS.

AMERICAN RAILWAY MAN KILLED.

Washington, Sept. 16.

According to a message received by the State Department the mining districts of the neighbourhood of Guadalajara, Mexico, have again been the scene of radical disturbances in which Mr. David Fisher of Philadelphia, Chief Clerk of the Southern Pacific Railway Office at Guadalajara was killed. The foreign employees have abandoned several mining properties.—*Reuter's American Service*.

CORRESPONDENCE.

LOST DOGS.

(To the Editor, Hongkong Telegraph.)

Sir,—Please allow me space to call attention to the fact that dog stealing in Hongkong, appears to be greatly on the increase. I have, but a few days back, lost a valuable Pointer bitch, and I know of others, who have recently been victimised in this respect.

I am fully convinced that the dog has been stolen, for on a previous occasion, and when very much younger, it found its way home when lost, whereas, on this occasion, it was lost not far from its home. I have made exhaustive enquiries, but with no result.

It appears to me, that the person or persons employed in this line, have found a ready market for stolen dogs, either in or out of the Colony; the latter I presume, and which calls for the co-operation of all those whose dogs (whether valuable or not) are known to be stolen or lost (but not shot).

One often hears of dogs being "chowed," but on enquiries, Chinese opinion differs, as to the particular breed selected for this purpose.

If the owners of lost or stolen dogs, would be good enough to communicate with me (care of G.P.O.) giving the following particulars, such may prove very useful, in the endeavours to trace the dog stealers:

Hour and Date lost.
Place.
Description.
Owner's address.
Communication might be marked "Lost Dogs."

Trusting my letter will remind dog owners not to lose sight of their dog when out.—Yours, &c.,
W. G. H.

THE AGRICULTURAL SHOW.

Sir,—May I express through your columns the Committee's pleasure at, and thanks for, Sir Shouson Chow's reference at yesterday's meeting of the Legislative Council, to the Committee's efforts in organising an agricultural show for the New Territories.

As the public is aware, the Chinese district representatives on the Agricultural Show Committee exceed in number the non-Chinese section, and it must be particularly gratifying to the former that their endeavours, in a modest way, to render the Colony less dependent on outside supplies for essential commodities has merited the public commendation of the Unofficial Members of the Legislative Council through their spokesman, the senior Chinese representative.

The Colonial Secretary's promise, in reply, that "the Government will not overlook the views of Honourable Members on the necessity for improving the local supply of vegetables and similar commodities," is distinctly encouraging and an earnest of the Government's solicitude for the well-being of the inhabitants of the Colony.

The Committee find that their work could be very usefully and valuably supplemented by a little more publicity through the medium of the Chinese Press in Hongkong. And if Sir Shouson Chow could make it a point to enlist—*as we feel sure he will*—the good will and support of the vernacular Press to the extent of giving wide publicity to a verbatim translation of his sympathetic and encouraging reference (endorsed by Mr. Southern) to the forthcoming Agricultural Show, he would be placing the Committee under further obligation to him.—Yours, etc.,

J. P. BRAGA.

Hon. English Secretary.
New Territories Agricultural Show, 1927.

OCEAN FLIGHTS.

FROM SAN FRANCISCO TO SYDNEY.

Honolulu, Sept. 16.

Arrangements for trans-Pacific flights are progressing despite the recent fiasco. The Australian airman Anderson has arrived to inspect the aerodrome, preparatory to a flight in October from San Francisco to Sydney, Australia, stopping at Honolulu and Tahiti. He will be accompanied by the airman Capt. Smith and Mr. Ulm. All three have already flown round Australia.—*Reuter*.

German To Attempt Endurance Record.

Harrisburg, Penn., Sept. 16.

The famous German war-time pilot Von Weigan is preparing to fly from San Francisco to China in October in order to accomplish an endurance record, stopping at Honolulu and Tokyo.—*Reuter's American Service*.

FRENCH FINANCE.

FIGURES FOR FIRST EIGHT MONTHS OF 1927.

Paris, Sept. 16.

French imports for the first eight months of 1927 totalled 34,957,000,000 francs for 33,000,000 tons showing a decrease of 4,681,000,000 francs and increase of 3,000,000 tons over the same period last year.

Exports totalled 35,733,000,000 francs for 24,000,000 tons, showing decrease of 1,861,000,000 francs and an increase of 3,000,000 tons over the corresponding period of 1926. It must be noted that the decrease in figures is expressed in francs as compared with 1926 while those which coincide with increase quantities are due to the recovery of the franc which enabled France to pay for imported materials at a cheaper rate and to sell on a dearer scale products exported which were made with the same materials.—*Harcas*.

QUEEN'S THEATRE



"MOANA"
ROBERT FLAHERTY'S TRUE
PICTURE-ROMANCE OF
LIFE AND LOVE IN
THE SOUTH SEAS

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THAT COUNTS

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SALESMAN SAM

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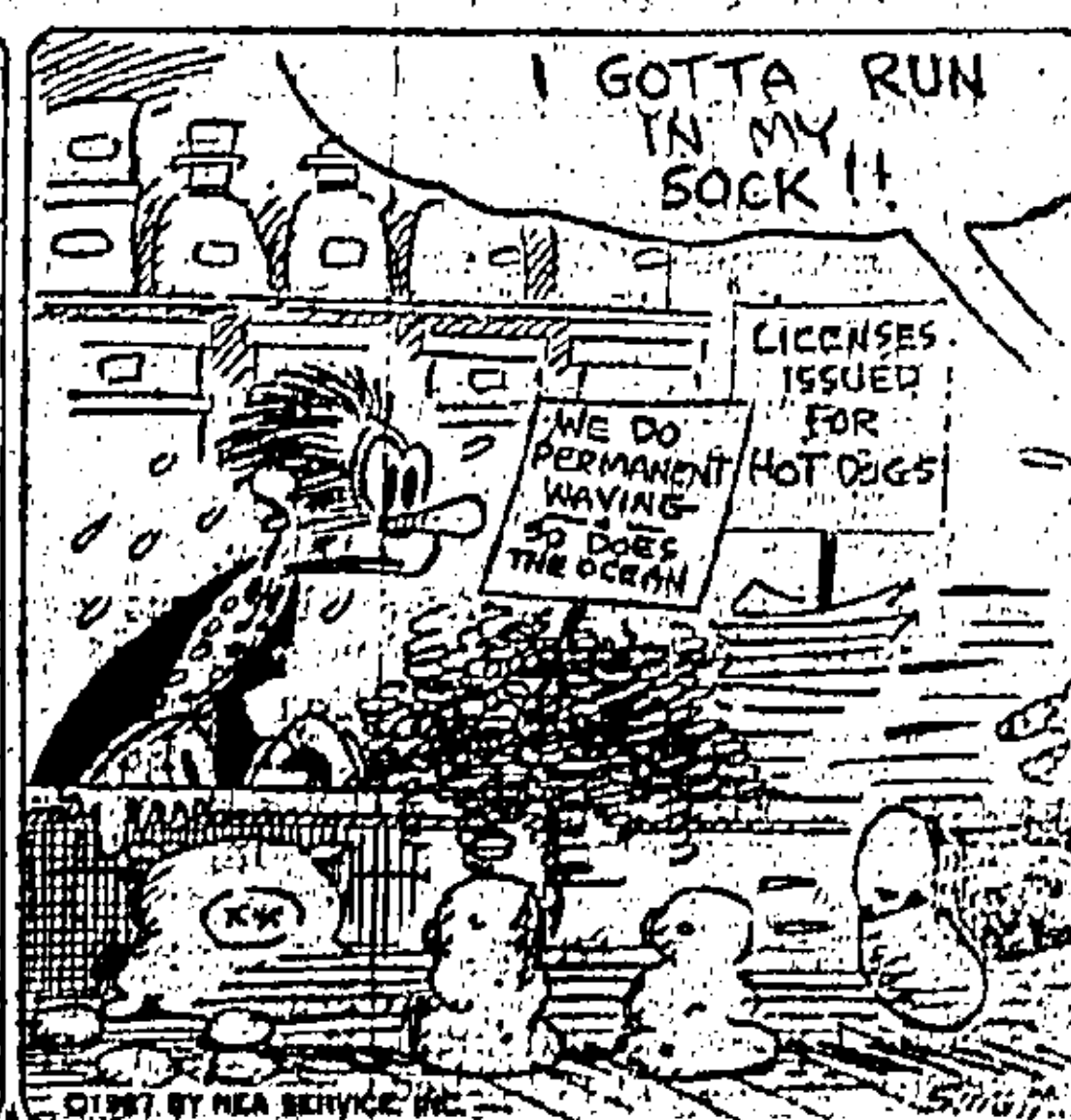
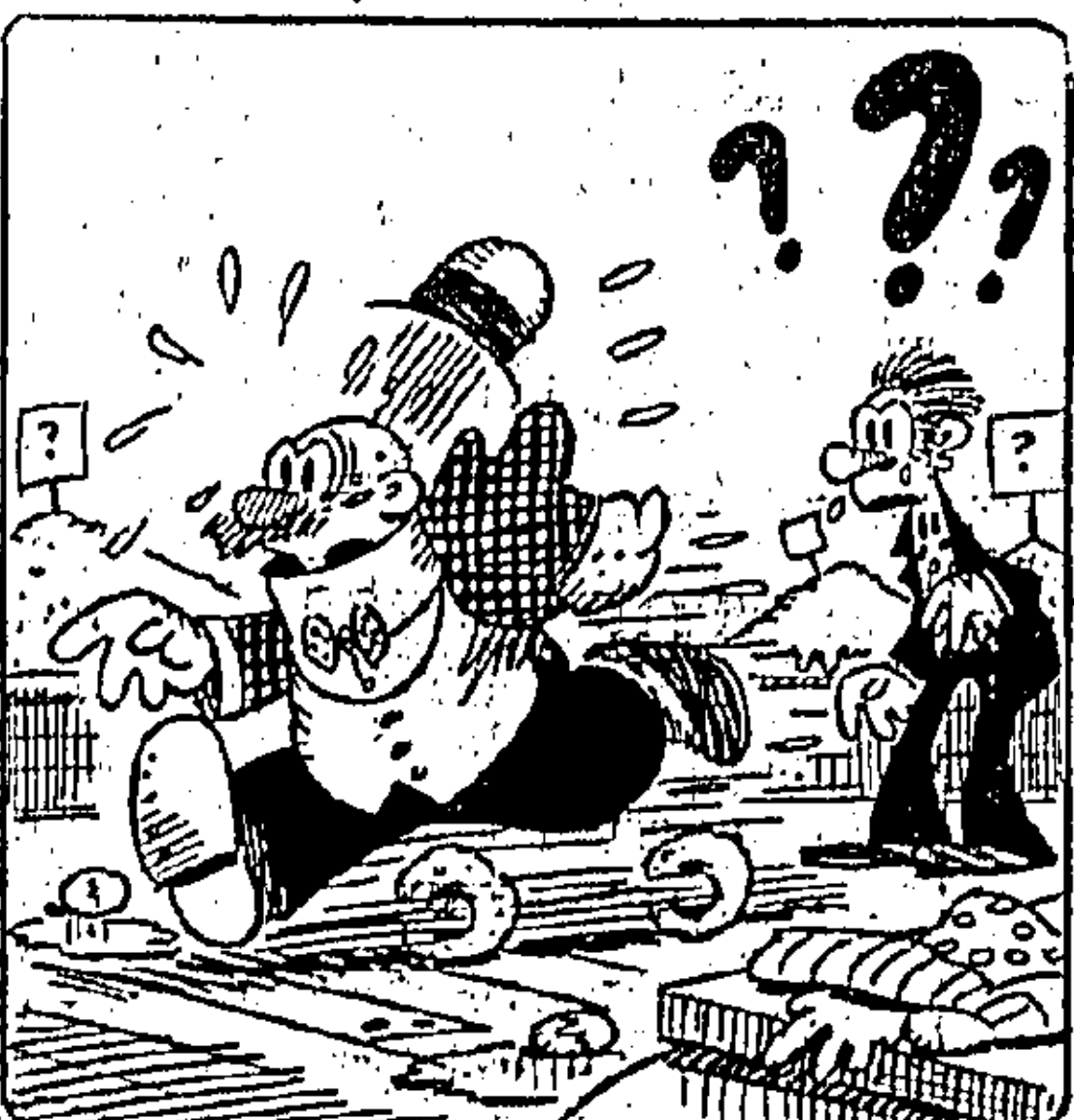
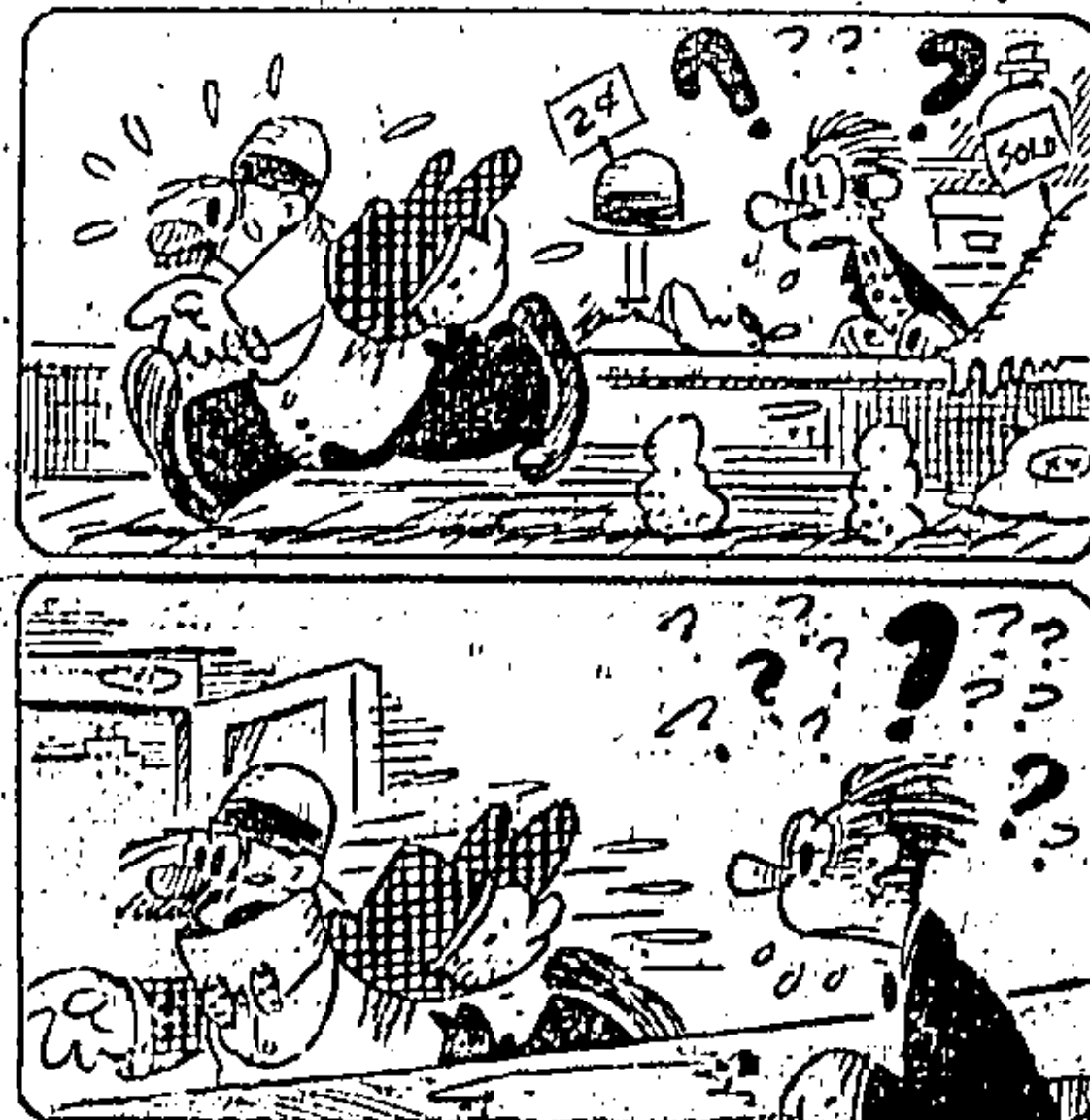
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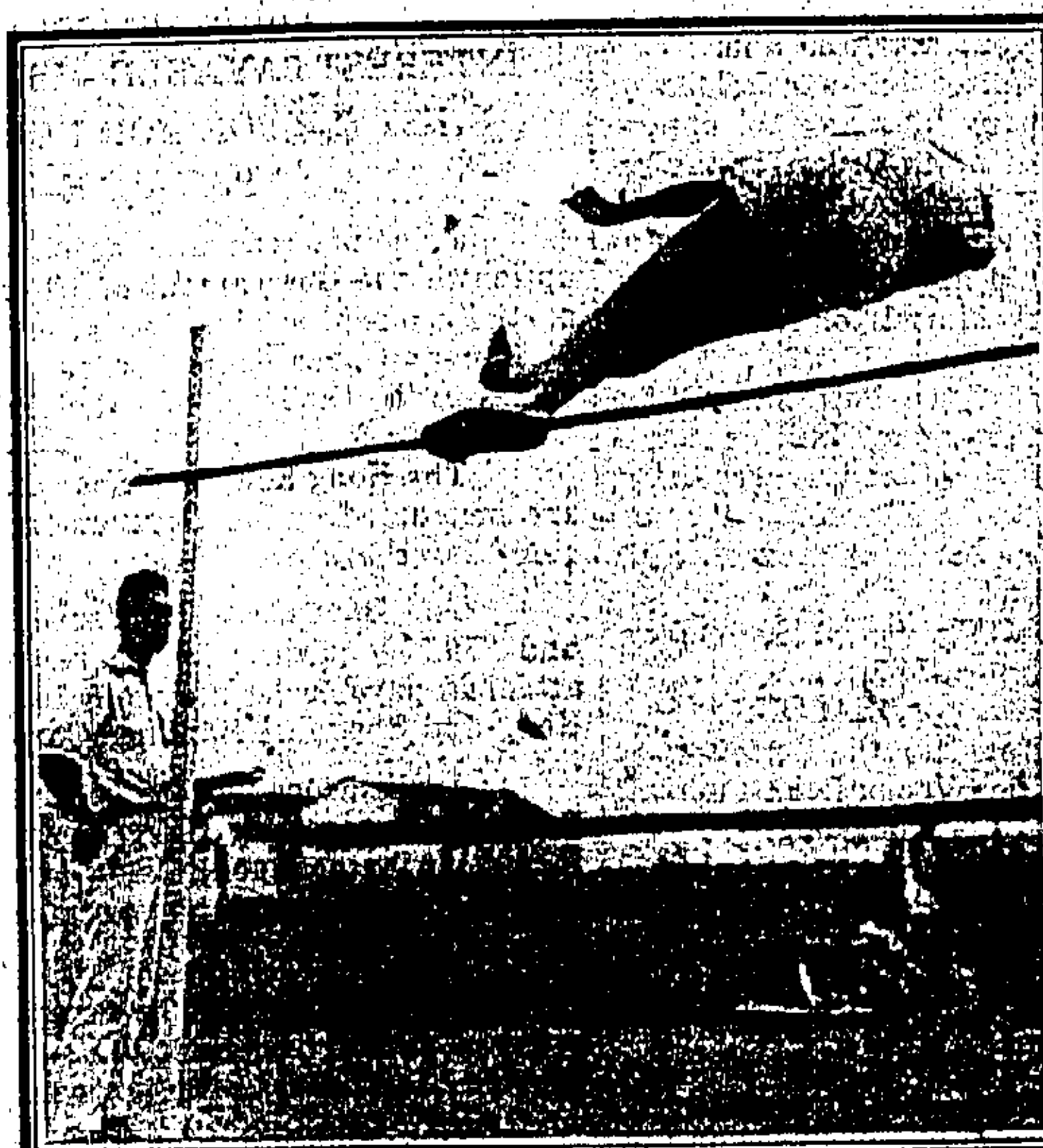




These two views of the devastation at Repulse Bay bathing beach, caused by the fire on Friday of last week, when more than fifty matchsheds were burned to the ground, were taken shortly after the conflagration, and give a very good idea of the extent of the blaze.



Group taken at the wedding on Friday of last week of the Rev. W. R. Cannell, B. D., and Miss Muriel Constance Macoun, at St. John's Cathedral. (Photo: Ming Yuen).



When S. Toribio of the Philippine Is. cleared the bar at a height of 1.93 meters at the Far Eastern Olympic Games Championships he created a new record for the running high jump. This picture shows the Filipino jumper in flight with the bar at the record height.



The Kowloon Dock Recreation Club lawn bowling League team, winners of the First League, and undefeated in twelve games.



The upper picture shows the award of the cup to the Japanese champions, Mr. M. Oda and Mr. S. Tani, at the Far Eastern Olympiad. Dr. C. T. Wang is at the extreme right and Mr. Hiranuma next to him. Below are a number of the Japanese competitors cheering the winners.



China had little difficulty in carrying off the honours in the Olympic Football Competition, beating the representative team from the Philippine Is. and Japan in comparatively easy fashion. The games were watched with the greatest interest during the series and attracted some of the largest crowds that have ever attended. The picture above shows China's victorious team.

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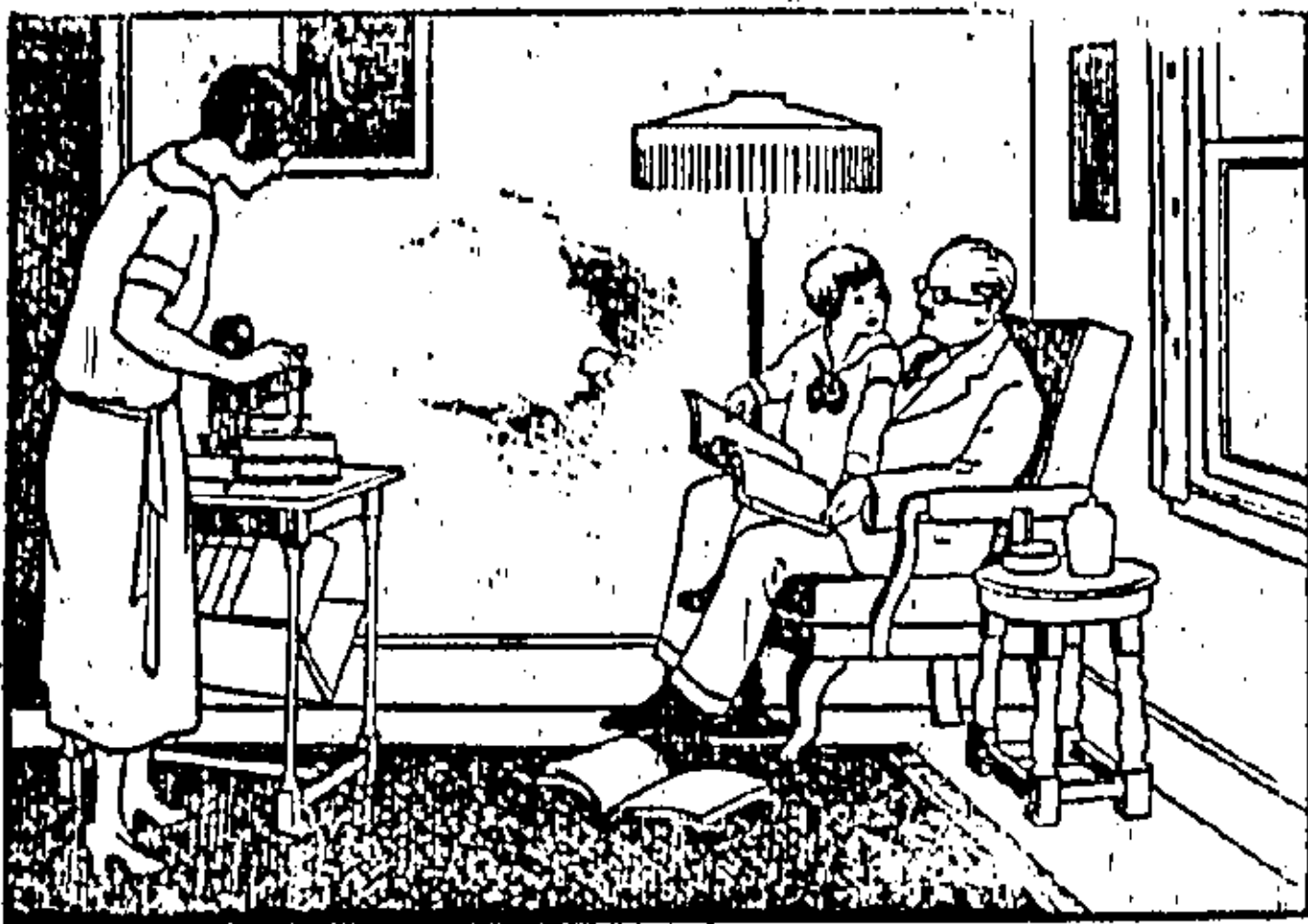
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OUR DAILY TALK ON HEALTH.

LIFE HAS BEEN LENGTHENED
IN 25 YEARS.

AVERAGE AGE NOW 55.

Medicine has progressed amazingly in the past 25 years. That form of systematic organization which is distinctly American has brought the benefits of medical science to the American community. Medical knowledge has increased so tremendously that specialization is required in many fields since few men are capable of comprehending or putting into application all the intricacies and refinements of diagnosis and treatment.

The past 25 years have seen discovered the causes of syphilis, sleeping sickness of the African type, whooping cough, infectious jaundice, scarlet fever and possibly measles. Discovery of cause in most instances means a method of control.

The constituents of the human body have been analyzed down to their fundamental substances. The modern hospital is built about the pathologic laboratory as its centre.

Pharmacology to-day is studied by medical schools to throw light on the fundamental phenomena of life, to permit the study of disease by producing artificial disease, and to furnish more efficient tools for the treatment of disease.

In 1825 man's expectancy of life was 35 years. In the period of 100 years this expectancy has increased by 20 years, so that a child born to-day may reasonably expect to reach the age of 55. The life expectancy after reaching the age of 50 one hundred years ago was for 21 additional years, whereas to-day the life expectancy after reaching 50 is for 21 2-10 years. If additional life expectancy is to be accomplished after middle age it will have to come by overcoming the hazards of early heart disease, high blood pressure and other degenerative diseases that have been mentioned. Such control must have through the periodic physical examination.

SOME QUAIN T WAYS OF THE SCOTS.

AND FACTS ABOUT THEIR
COUNTRY.

Manners and customs in a Scottish country house differ in many ways from those in England.

Sport governs dress, drives, hours for meals—everything. Breakfast is earlier and dinner later than in London. Bridge and dancing for once take a back seat, as men tired with the day's sport prefer armchairs to the Charleston and their beds to a bank at baccarat, writes the Hon. Mrs. Fitzroy Stewart in a London paper.

The old feudal spirit dies hard in Scotland. The Dukes of Atholl, Argyll, and Sutherland, Lord Lovat, Lord Sempill, and others love to conform to the customs of their country. The wearing of the kilt is still carefully observed—with plainer tartan for morning wear and for shooting, and in the evening a full-dress tartan, with sporran and richly jewelled dirk.

Every great house has its piper, and the office is often an hereditary one. After dinner, at dessert, the Highland pipers enter the dining room, and strutting proudly around the table play lively tunes on their pipes; and they go their rounds every morning at eight and arouse the sleepers with their "divine music." The accepted rule is that no kilt should be worn south of Stirling.

Gaelic is even now spoken in the Highlands, and many members of noble families take delight in reading, writing, and speaking this ancient language.

Not many people know that more or less eternal snow can be found in Scotland. After the intensely hot summer of 1911, there were still broad snowfields, many feet deep and over 1,000 feet long, on the Cairngorm Mountains; and there are always snowdrifts on many of the higher Scottish hills. By the way, the wild goat still exists in the Cairngorm Mountains. These goats are wary and difficult to approach, but are sometimes stalked, and make good eating.

Heather does not grow at a height of more than 3,000ft above sea level, and on the western sparrow grass is far more plentiful. Heather is used for many purposes in the Highlands. Among others for the brewing of ale. In the island of Islay, and probably elsewhere, they brew good beer from one part of malt and two parts of heather.

A THRILLING CAR CHASE.

DASH THROUGH POLICE
CORDON.

TRUNCHEON AT WINDSCREEN

London, Aug. 19.

Driving at nearly 60 miles an hour, police in commandeered motor-cars last night chased two suspects in a stolen car for 30 miles from Southend to Ilford, where the car was abandoned in a side street off the Barking-road. The men made their escape.

Shortly after seven o'clock the Southend police were informed that the car had been stolen from Westcliff. The registration number was telephoned to police stations along the main road leading to London, and shortly afterwards the Southend police were informed that the car had been seen at Rayleigh, seven miles from Southend.

Car Commandeered.

Commandeering a high-powered car police officers set off in pursuit from Southend. When they reached Rayleigh they found that the booking office at the local railway station had been broken into, the safe forced, and the contents, amounting to about £66, stolen.

Police officers along the road had been posted at various points to stop the stolen car. At several places constables recognised the number and called upon the driver to stop, but he took no notice and drove straight at them without reducing his speed.

At Romford, where the road narrows, the police attempted to erect a barricade, and a police-constable who was on point duty stood in the middle of the road and called upon the driver to stop. The constable escaped, being knocked down only by jumping aside as the car dashed past.

Constable Injured.

At Chadwell Heath a cordon was drawn across the road, but the suspects drove straight through. Constable Carlyn made a plucky attempt to stop the fugitives by standing in their path. The driver swerved and the constable was knocked down by the mud-guard of the car, which badly cut his leg and tore his trousers.

Another constable, threw his truncheon at the windscreen, but this, too, failed to stop the thieves. Although bleeding profusely and severely shaken, Constable Carlyn jumped into another private car which was following behind the stolen car and gave chase. By this time, however, the stolen vehicle had gained a considerable lead, dodging in and out among the traffic at a terrific pace.

When the suspects reached the Barking-road they turned into a side road near Ilford Broadway and abandoned the car.

Early this morning police and detectives were scouring the East End and other parts of London in search of the suspects of whom they have a description.

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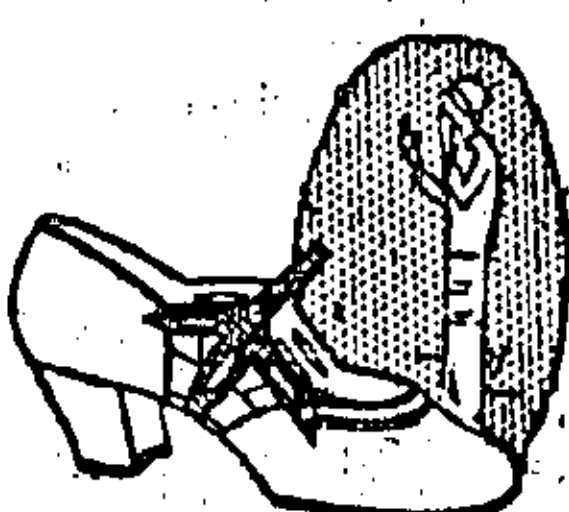
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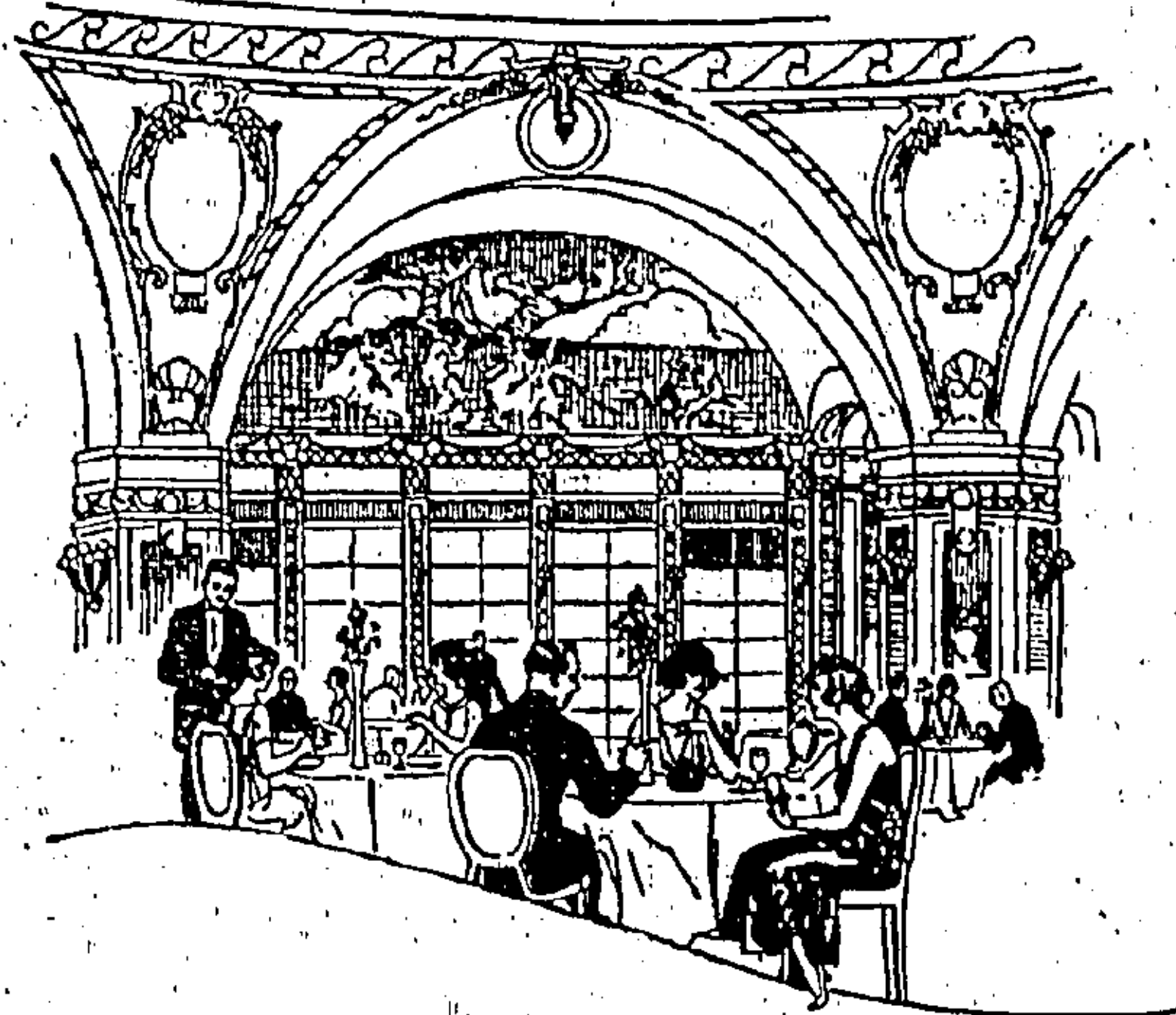
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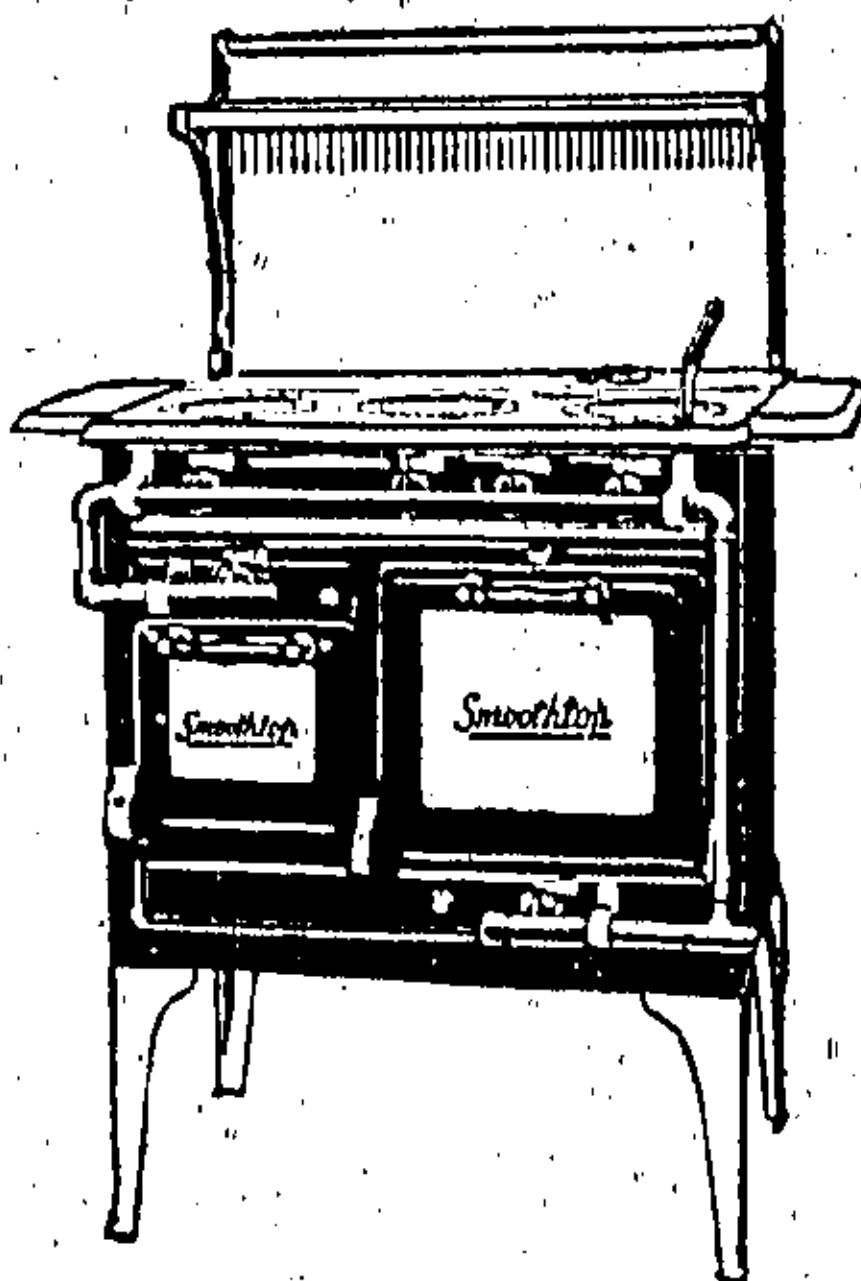
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A ROOM OF TEARS.

RAILWAY STATION PROBLEMS.

Within earshot of the laughter of departing holiday-makers on Waterloo Station, S.E., is a lofty room in which, perhaps, more tears are shed than in almost any other place in London.

It is called the Inquiry Office. But it might well be called the Humanity Bureau, so many and varied are the problems of life discussed there.

The other day, when an official was describing to a *Daily Mail* reporter some of the tragedies discussed in the room during the last weeks, five tiny children entered, four boys and one girl. Beneath their arms were little parcels of bread and margarine, on their breasts were cards inscribed "Fresh Air Fund," and tears raced down their cheeks.

"We have lost the others," whispered one to the clerk who stooped towards him. "Where for?" asked the clerk. "Loughton," replied the boy.

Loughton is in Essex, and is served by Liverpool-street Station; and these tiny tots were too small to cross the City alone. So the clerk rang up the Fresh Air Fund headquarters and explained.

Breaking the News.

In any case they have lost the train, said the Fresh Air Fund official, and there ensued a little private talk as to how such terrible news could be broken to the little ones.

In the end they were told that it was a rainy day, and that if they would go away like good children a nice gentleman would call for them another time on a really fine day.

A month or two ago a tired, bedraggled woman entered, a baby in her arms, and holding by the hand another little girl. "I want the next train to India, please," she said.

Did she know where India was? No. Or how long it would take to get there? No. Where was her luggage? She pointed to a parcel.

She was to join her husband, an artilleryman, in India. The Artillery Records Office was telephoned, and the officials there explained that a cabin had been reserved for the woman and her babies and that the ship had sailed with the cabin empty. She confessed that she did not know what the army papers sent her wife about, and thought she had only to arrive with her parcel and her babies and ask for a train to India.

A few days previously a woman entered, sobbing. She had run away with another man, leaving her husband and three little children at Portsmouth. And now the man had left her, all in a few days.

The officials rang up a shop near the husband's house and got into conversation with him, and after a long argument he gave his final terms. An official turned to the woman. "Your husband says he will have you back on one condition," he said, "and that is that you let him give you a sound thrashing when you return." They did not have to wait long for her reply. She delightedly accepted the offer.

FOILING THE SPOON SNATCHERS.

BRITISH HOSTESSES' RUSE.

Hostesses, not only in London but also in many other parts of the country, are trying to outwit the activities of "spoon-snatchers."

These are persons of both sexes who would be indignant at the suggestion that they deliberately make a practice of stealing spoons and other small pieces of cutlery belonging to those whose hospitality they accept, but who nevertheless have acquired the habit of "souvenir-gathering."

Because of the losses of silver which they have suffered, many hostesses are now hiring cheap plate for use at parties to which guests who are not personally known to them have been invited. Garden-parties, especially, are occasions on which "spoon-snatchers" find it easy to indulge in their strange hobby.

Missing Cups and Saucers.

At one such function held in London recently the familiar guests were surprised at the absence of the exquisitely fashioned Georgian spoons which hitherto had always been used at similar affairs at the same place.

The hostess explained to them privately that at the last party she had given nearly a dozen of the spoons had disappeared!

The steward of an ancient public house in London told a press reporter the other day that souvenir-hunters had even smuggled away cups and saucers—presumably because they bore famous arms.

"IN MY YOUNGER DAYS."

THE STAGE AS IT USED TO BE.

Customs and manners change rapidly in theatre land, and those who were intimately acquainted with the stage and its ways in days gone by experience an indescribable melancholy in comparing the old order with the new. There are so many changes nowadays, writes the oldest living English actor, Mr. C. W. Somerset, in a Home paper.

When I was a young man, youthful ambition found its way into stage circles in a far more rough and ready manner than is customary now. Writing to the manager of a provincial theatre, and taking care to enclose a photograph by way of recommendation or otherwise, an applicant considered himself fortunate were he even granted an interview. When he arrived in the manager's office little time was wasted.

"Been on the stage before? No? Oh, well, we'll see what can be done with you. Eighteen shillings a week, and find your own tights and shoes—and get a sword—most important—get a sword." And that was that.

Similar methods held good after the would-be actor had secured his start. In those days he was just told to act—not taught. The producer had not arrived. On he went and did his best. Bad? Of course he was, very bad, probably. Missed his first line? Oh, never mind, someone spoke it for him, the long-suffering stage manager as like as not from behind the fireplace. And yet audiences were just as enthusiastic then as they are to-day.

Youthful talent discovered to its chagrin that it must concentrate on many varied and often undignified parts in seeking recognition. Perhaps after six exciting nights of the legitimate with some all-important star—now on his way to the next town, thank goodness—came a week of straight melodrama by way of a refreshing change. In the first act the beginner would be a yokel, imbibing imaginary liquor from a pewter pot, and portraying fear at the innkeeper's ghost story; in the second a detective sent from London, and the ghost himself, maybe, at the end of the play.

Simple Make Up.

"Make up" as now understood was then unknown. A knob of white chalk, and a hare's foot were the actor's beautifiers. I recollect vividly the sensation caused when grease paint first appeared.

Herr Bandman, self-styled "the great," introduced it into this country when playing at Norwich. He marched on to the boards as Hamlet, but what a different Hamlet from the one to which we were accustomed—youthful and handsome beyond belief. "What is it?" everyone asked. "German grease paint," somebody discovered. Oh, the rush for German grease paint, and the struggle to get it on and off—if you could get it at all.

In my young days plays were usually written with four or five changes of scene in each act. It was only in London that sets stood. If mistakes were made in the hurry of shifting, and the drawing-room ceiling figured in the middle of the racecourse on Derby Day nobody did more than pass a facetious remark. The play was the thing.

Yes, astonishing changes are brought about in the brief span of a man's life, and the actors of days gone by would hardly recognise modern "effects" for the crude implements with which they were familiar. The rain-box is gone—the thunder-sheet is no more. The lightning flash no longer depends upon the ligapodium pot, and the weird sisters are weird now only by concession of the electric light, and not by that of the red-green fire with its smoke and smell. And few modern actors wear their hair long—once the prevailing fashion.

In one matter, however, the stage has not changed. Now, as in the past, by hard work alone may an actor win to fame.



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are unwise where abdominal troubles are concerned, so why use old-fashioned gripping pills, salts or oil, when Pinkettes, the dainty little laxatives, do all that is needed. As gently as nature Pinkettes dispel constipation, stimulate the sluggish liver, banish biliousness and sick headaches, clear the skin, purify the breath, relieve Piles. Your chemist sells Pinkettes; also post free, 60 cents the vial, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

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From the French of Alfred Savoir.
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Monday, 19th Sept. at 9.15 p.m.

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THE HOUSE OF UNREST

From the Strand Theatre, London

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By Noel Scott

Wednesday, 21st Sept. at 9.15 p.m.

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NOTHING BUT THE TRUTH

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By Eleanor Robson and Harriet Ford.

From St. Martin's Theatre, London

Friday, 23rd Sept. at 9.15 p.m.

The World's Love Story

PEG O'MY HEART

April Vivian as Peg

Saturday, 24th Sept. at 9.15 p.m.

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IT'S QUALITY
THAT COUNTS

ST. ANDREW'S SOCIETY.

ENTERTAINMENT OF SCOTTISH TROOPS.

An enthusiastic reception met a proposal, introduced by Mr. R. Sutherland at the annual meeting of members of the Hongkong St. Andrew's Society held last night at the City Hall, that the Society should organise a sports meeting for the entertainment of Scottish troops in Hongkong, and the members authorised the Committee to expend what money was necessary to ensure the complete success of the project.

In the absence of the President, Mr. R. M. Dyer, Mr. D. Templeton occupied the chair, and also on the platform were Mr. J. W. C. Bonnar (past President), Messrs. A. Stevenson, G. M. Shaw, K. E. Grieg, A. K. Henderson, Mr. P. Tod, Mr. R. O. Sutherland and Mr. W. Beyeridge.

The Secretary having read the notice convening the meeting, Mr. D. Templeton said: In the absence of our President it falls on me as his deputy to take his place. It is with regret and apologies that Mr. Dyer is unable to preside to-night, but I am sure we are all pleased to know that he will soon be with us again. As a substitute I shall endeavour to fill his place and give an account of our stewardship during the past year—the good results being in the main due to our President's well-known enthusiasm and generosity.

The report and accounts having been in your possession for some time I shall with your permission take them as read. The financial position of the Society is sound and there is a still further increase of funds at our credit. Advantage has been taken of the favourable exchange as between Singapore and Hongkong to transfer our investments from the Straits Loan to deposit at 5% in the Hongkong and Shanghai Bank in Hongkong and the incoming Committee would do well to earmark this money for investment in the proposed Hongkong Loan at 6 per cent.

We shall thus have our money giving benefit to the Colony in whose future we are all interested and of whose future prosperity and progress we have unbounded faith.

Charity calls have not been heavy during the past year which, in every way, is a matter for congratulation when consideration is given to present conditions in China. Our thanks are due to Mr. R. L. Moncrieff for auditing the accounts.

J.R.M. Smith Scholarship.

You will have noticed under Investment Account the sum of £500 in 1929/1947 War Loan. This money is held in trust by this Society for the J.R.M. Smith Scholarship and shall, with its interest, be shown in future in a separate account. The interests each year provides a Scholarship or Prize for children of Scottish parentage but we are informed by the Inspector of Schools that no pupil with birth qualification had reached the standard necessary for examination last year. This is under the direction of the Education Department and applies to the Junior and Senior Local Examinations.

The Ball and Burns Dinner.

One and all will agree that our last St. Andrew's Ball was a most successful function and the Burns Dinner on the anniversary of our National Bard's Birth was carried through with the feelings proper to such an occasion. It is of interest to note that the substantial credit balance of \$740.48 from the Ball account has been transferred to credit of the General Account.

For the great success of these functions our best thanks are due to the convenors and members of the sub-committees whose tasks were no sinecure and demanded, for the success attained much hard work and thought.

I am sure everyone present at our last Ball must have been impressed with the enthusiasm which marked our National

THE CARADOC.

EXPENSIVE REFITTING AT CHATHAM.

London, Sept. 16.
The cruiser Caradoc is refitting at Chatham at a cost of £104,000.—*Reuter.*

Dances and with the large numbers actively participating in them. Without doubt this great improvement is mainly through the activities of the Reel Club and our thanks are due to Mr. R. O. Sutherland and his Executive. The small assistance given by your Committee has been amply repaid and I am sure we all wish the Reel Club still further success.

Obituary.

The past year has given us cause to mourn the loss of five members of this Society. William Wilson was a close personal friend of mine and of others here. That friendship was marked by a sincerity which cannot be effaced. A typical Scot—dour—but with a heart of gold—proud of his country and jealous of his country's honour. His passing leaves a sadness. A. W. Barclay was a younger man not so well known but he had prospects of going far in his profession. We regret his tragic death in the prime of life.

T. W. Hill was a friend to most of us here and is well remembered for his work as Secretary of this Society. His serious breakdown in health was directly due to his war service but his cheerfulness under infirmity was an example to remember.

Donald Clement Logan has left a mark in this Colony such as happens to few and we as individuals and as a Society will miss him. He made a brilliant name for himself as a youngster and his young manhood was marked by a natural dignity and an ever cheery outlook on life. Donald Logan is sadly missed. C. W. Alexander, of Nemaze and Company, died about April.

It appears to me that we should take notice of the passing of these members officially by conveying our regrets to their relatives and I trust that the incoming Committee will act on this suggestion.

Scottish Company.

It has been usual for your Chairman at this meeting to refer to the Scottish Company, H.K.D.C., which has been and I trust, shall continue to be of special interest to St. Andrew's Society. It continues to prosper though they have received a severe blow through the loss of their commanding officer.

The Church Parade was well attended and we are indebted to Mr. Maconachie for his interest and help in what is now established as an annual event. May I impress on all young Scotsmen the necessity for joining up with the Defence Corps and in particular with the Scottish Company. Remember the motto—"Aye ready" but in addition "Be Prepared".

Plans for Entertaining Troops.
Remembering H. M. Scottish troops in the Colony, it is your Committee's opinion that we, as a corporate body, should do something towards entertainment for the boys who have come amongst us for our protection and later on for discussion and, I trust, approval.

Membership of the Society continues to increase and last year 53 new members joined.

It is the earnest hope of your Committee that every member will act as a recruiting sergeant whenever a new comer arrives and bring him into the Fold straight away. Let it be our proud boast that every man of Scottish race in this Colony is a member of our Scottish Society and I impress that it is the bounden duty of every Scotsman to be a member to maintain that Spirit of Pride of Race which has been, and may it ever remain, the strong inborn characteristic of the Scot.

FEDERAL RESERVE.

GOVERNOR OF BOARD RETIRES.

Washington, Sept. 16.
Mr. Daniel Crissinger, Governor of the Federal Reserve Board since 1923 has retired.—*Reuter's American Service.*

In closing I desire to thank the Secretaries and Treasurer for their good work during the past year.

With these remarks, gentlemen, I propose the adoption of the report and accounts and after these have been seconded, I shall be very pleased to answer any questions, pertinent to them, which any member may bring forward.

Very Satisfactory.

Mr. B. Wylie said:
Mr. Vice-President and Gentlemen:

In rising to second the adoption of the Annual Report and Statement of Accounts, I should like in the first place to congratulate the Society on the healthy state of its finances generally and, in particular, for having shown a credit balance in its Ball Account for last year. I note also with appreciation that this balance of \$740.48 has been transferred from the Ball Account to that of the General Account. I feel sure that members will agree to this procedure on the principal that our Ball should pay for itself and stand on its own feet year by year.

I endorse your remark, Mr. Chairman, as to the generosity of our President, Mr. Dyer, for viewing the Ball Account as a whole, I feel sure that it was due to such generosity that we have such a substantial balance to-day.

Members, agree to the transference from Singapore to Hongkong of the money contained in our Investment Account and take pleasure in the prospect of these funds being invested in the new Hongkong Loan.

The setting out in our Accounts of the sum invested in connexion with the J.R.M. Smith bequest under the heading "Trust Fund" will also clarify our financial statement and allow members more readily to discern the nature of our various assets.

With these few remarks, Mr. Chairman, I take pleasure in seconding the adoption of the Annual Report and Statement of Accounts.

The New President.

Mr. J.W.C. Bonnar, proposing Mr. D. Templeton as the new President of the Society, said he had great pleasure in bringing his name forward. Mr. Templeton was one of the oldest members of the Society having joined over a quarter of a century, and not very long after that he was elected a member of the Committee.

He could vouch for the excellent work done by Mr. Templeton since he had been on the Committee, and not only on the Committee, but outside in the interests of the Society. (Applause.)

Mr. R. Sutherland, rising to second, said there was nothing he could add to what Mr. Bonnar had said. He had much pleasure in seconding.

Mr. Templeton's Reply.
Mr. Templeton returning thanks, said:

On an occasion such as this one's feelings are beyond mere words.

Nevertheless I would be remiss and seemingly ungrateful were I not to say how very deeply I appreciate the great honour you have conferred on me.

It is a great honour—the greatest honour a community of Scots could confer on a Britter Scot—and my appreciation is sincere.

This year marks my semi-jubilee as a member of this Society, and I have served on various Committees and Sub-Committees under practically every President since President Playfair's year in 1903.

Having that experience I cannot plead that I come to the Chair ignorant of what is expected and demanded of me and I am sensible that the position demands much more, very much more, than trying

AMERICAN LEGION.

MEMBERS GREETED BY MARSHAL PETAIN.

Paris, Sept. 16.
The Knights of Columbus gave a dinner to the principal members of the American Legion now visiting France. Mr. Herrin, the director of the organisation in France said that the visit symbolised Franco-American friendship. Marshal Petain greeted the representatives of the "Noble American Legion".—*Reuter.*

to look pretty and to appear comfortable on St. Andrew's night.

I am sensible of the proud traditions of this Society and the traditions established by my predecessors in the Chair and it shall be my endeavour to merit your confidence.

But my endeavours will be in vain without your support and help and that I crave. Gentlemen, I thank you.

New Officers.

Mr. A. K. Henderson was elected Vice-President on the proposition of Mr. Templeton, seconded by Dr. Black.

Other officials were elected as follows:
Joint Hon. Secretaries: Messrs. A. Ritchie and E. M. Bryden.
Hon. Treasurer: Mr. W. Beyeridge.

Committee: Messrs. G. M. Shaw, D. Gow, K. E. Grieg, B. Wylie and Peter Tod.

Sports for Scottish Troops.

Mr. R. Sutherland, referring to the Chairman's remarks regarding Scottish troops, said that at the last Committee meeting a proposal was brought forward suggesting the possibility of organisation by the St. Andrew's Society of an "At Home" for Scottish regiments in the Colony. Although considerable effort had been made by individuals and companies—particularly the Kowloon Dock with its bathing beach etc.—there had been nothing from their Society which really represents the Scottish element in the Colony.

It was very difficult to provide anything suitable during the summer, but it is thought that the time is ripe to give a sports meeting with Highland games included, at Happy Valley or such other site as might be arranged.

The reason the proposal was brought at that meeting was that while entitled to spend money at any time on matters of national importance—the Committee were only entitled to spend up to the revenue of one year, which would not be sufficient. If they embarked on the scheme suggested, considerable expense would be entailed.

When they considered that these regiments, particularly reservists had come to the Colony and had not received any particular notice from the Society, they should pull themselves together and extend the hand of friendship, as had been done all over the world. (Applause.)

If the proposal went through, he hoped the members would co-operate and help the Society to ensure its success.

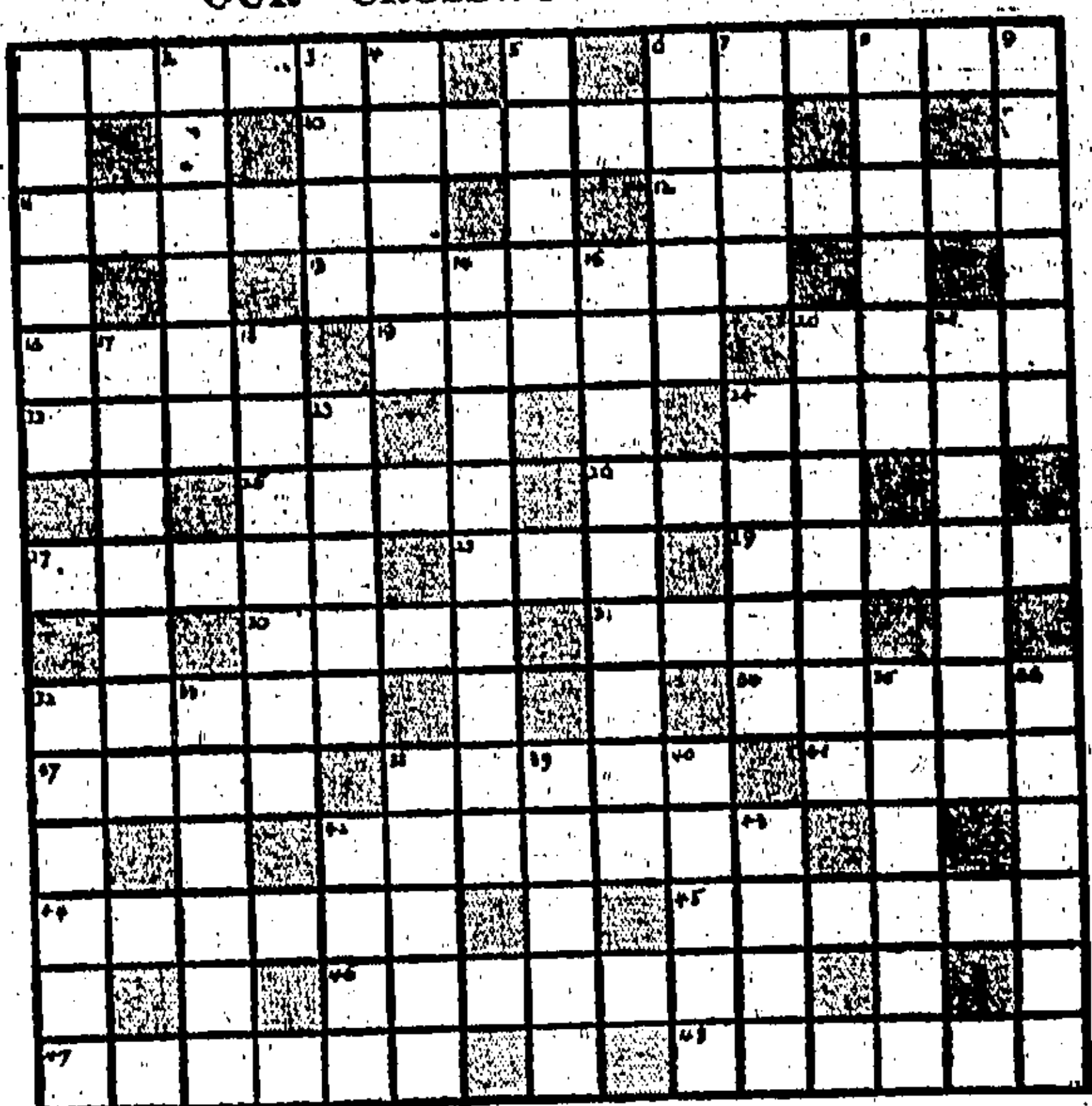
The Rev. J. Kirk Maconachie asked if Mr. Sutherland desired authority to spend money. He thought they could not do better, and would propose it if necessary. (Applause.)

Mr. Sutherland said that the feeling of the meeting seemed to be generally in favour. The Committee wanted to carry out the scheme properly, but while assuring that money would not be spent unnecessarily, he invited the members to grant open authority and proposed the following resolution.

"That the Committee of St. Andrew's Society be empowered to arrange a sports meeting for the entertainment of Scottish troops or others, and that they be allowed to expend from the Society's funds such moneys as may be necessary for carrying out the scheme."

The Rev. J. Kirk Maconachie seconded, and the resolution was passed with acclamation.
Mr. Templeton appealed for additional support to the Reel Club

OUR CROSSWORD PUZZLE.



Across.

- Variety of porcelain.
- Brushes.
- Poem of 13 lines.
- Steering instrument.
- Horses.
- Avers.
- Famous volcano.
- Weird.
- Entice.
- Consumed.
- Set again.
- Decays.
- God of War (Scandinavian).
- Occasions of public festivity.
- Pertaining to us.
- Rip asunder.
- Famous Dean.
- Yielded.
- Trap.
- Saint's day.
- Detached hill in Rocky Mountains.
- Refurnishes with mast.
- Vender.
- Resembling common salt.
- Person's additional name.
- Affixed to letters.
- Lets anew.

Down.

- Indian sect.
- Gnawing animal.
- Sunken space before window.
- Language of Norway.
- Snake.
- Sew slightly.
- Tracks of vehicles.

Yesterday's Puzzle.

- Mark in ancient M.S.S.
- Composition for six voices.
- Nerve centre.
- Purists in style.
- Silk used for furniture.
- Combines with air.
- Merciful.
- Those who rely.
- Having a nose.
- Resounds.
- Exonerates.
- Flower.
- Copery.
- Musical compositions.
- Floating ice masses.
- Small drum.
- An anaesthetic.
- Cut down and gather.
- Mentally sound.

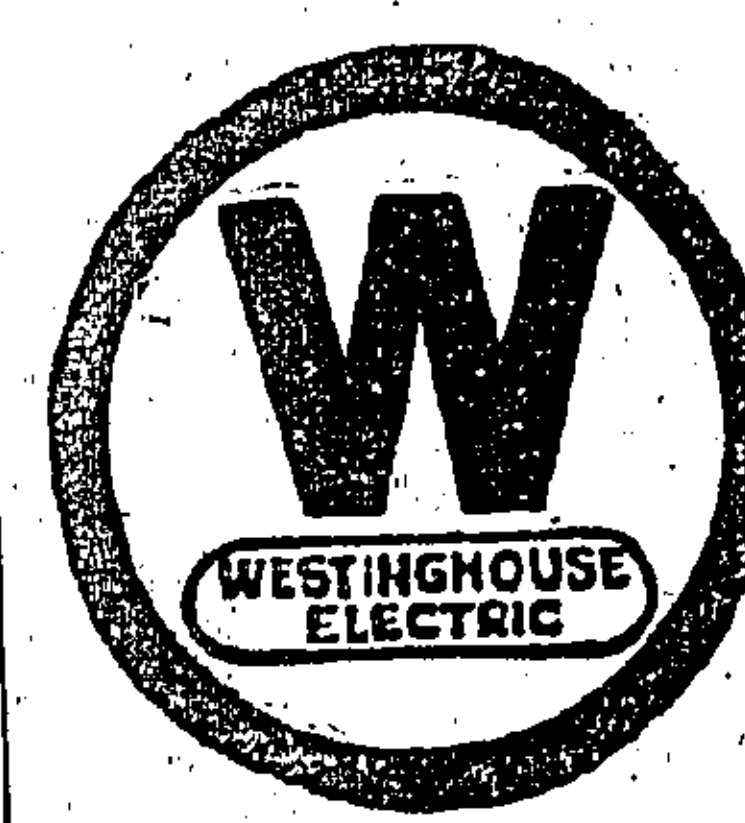


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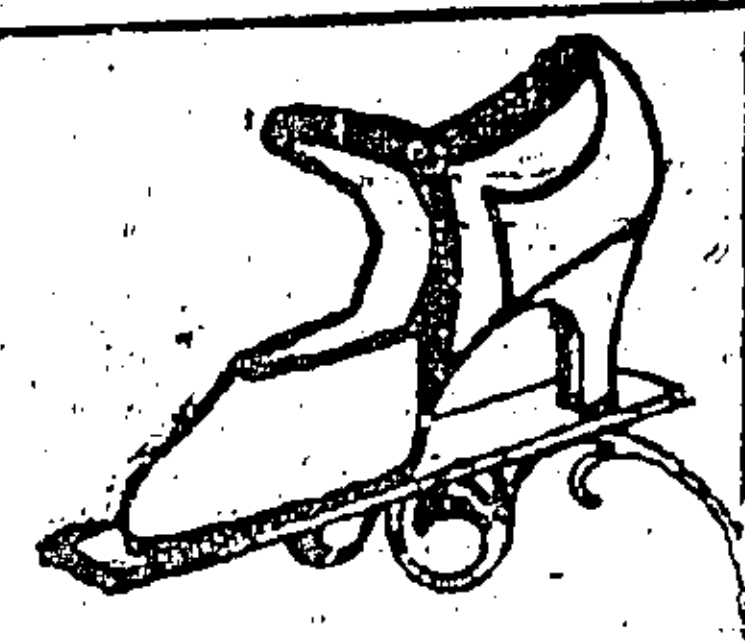


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and mentioned that membership was not confined to Scots. The meeting terminated with votes of thanks to the retiring President, Mr. R. M. Dyer, and to Mr. D. Templeton, the chairman.



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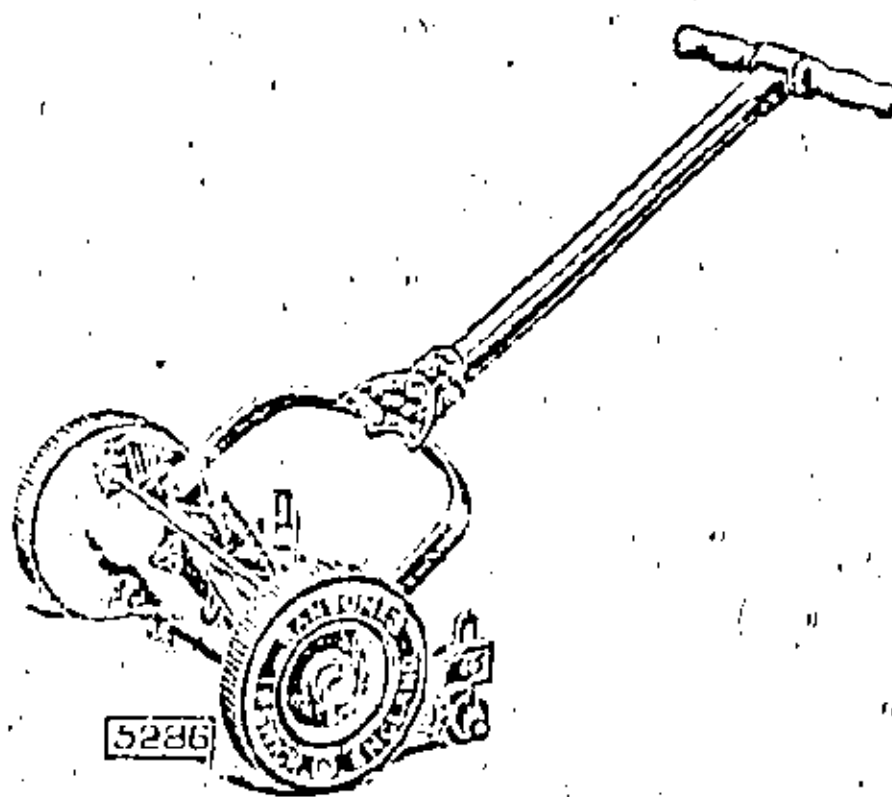
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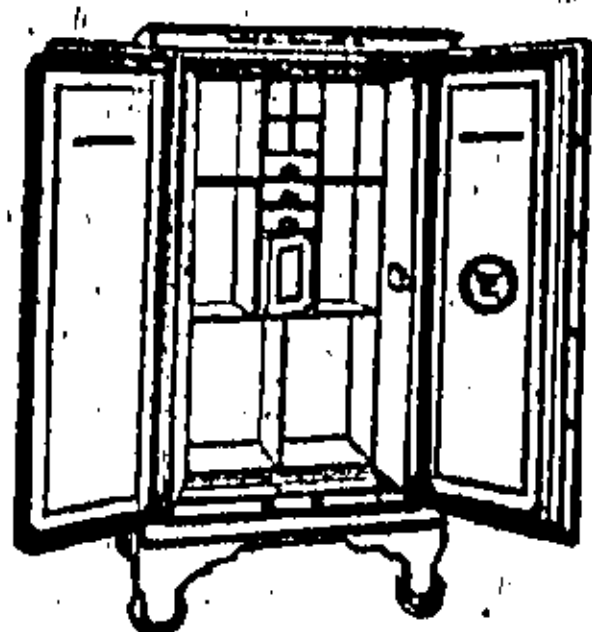
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DEATH.

REMEDIOS.—On the 16th Sept. 1927, at midnight at her residence, No. 312, Nathan Road, Kowloon, Guilhermina (Guilly) Esmeralda Orosio Remedios, at the age of 61 years, relic of the late J. (Jico) G. Remedios. Deeply regretted by her relatives, in particular the three surviving sons E.M.O., J.O., and P.M., and daughter Maria Emilia Remedios. Funeral will pass the Monument to-day (17th Sept.) at 5.30 p.m. Shanghai and Macao papers please copy.

The
Hongkong Telegraph.

SATURDAY, SEPT. 17, 1927.

THE TRIUMPH OF
COMMONSENSE.

There is a great deal of interesting light on the new outlook in Labour circles in Britain shed by recent announcements cabled to the East. These disclose what has been suggested for some time, that the Labour hotheads are decidedly in the background now, and commonsense counsels are prevailing. Last week we had the significant decision by the Trade Unions Congress to end the farce of negotiations with Russian labour unions. That spelt the conclusion of Soviet hopes for a foothold in Britain, via the working class organisations. It must have been a revelation to all whose impressions of the British Labour man have been prejudiced by the outbursts of the comparatively few malcontents. But even in their case it is very much a matter of the bark being worse than the bite; and often enough it is all bark. At heart, very few true Britons will subscribe to the debased tenets of social ethics or the suicidal policy of industrial revolution evolved at Moscow. Yet there has been a great deal of grumbling in Labour ranks at Home against the present regime, and incidents half way through the coal strike, of bitter memory, suggested that the radical elements were stronger than had been expected. Nevertheless, it must be borne in mind that the strike failed primarily through the mass of workers not being behind the movement heart and soul. It was a costly experiment, and taught a lesson dearly paid for. The lesson, however, has been most impressive. Several months ago, there were signs of an industrial return to normality, and trade was picking up. It looked as if the threat of any further big labour upheavals had been definitely removed. Most unfortunately, the Government has chosen to introduce legislation of an unpopular description, aimed at restrictions on the trade unions, and likely to spoil much of the good

which better advice from the moderate leaders had introduced into industry; but despite that, Labour is maintaining a sanity of outlook which cannot fail to win sympathisers from other political and social ranks.

Very significant, coming a few days after the break with the Soviet unions, is the news, received yesterday, of a probable rapprochement between the railwaymen in Britain and the employing companies. This is accompanied by a sober appeal from the moderate Labourite, Mr. J. H. Thomas, to the men, to co-operate with their employers in the service. It is the keynote of modern industrial trends—co-operation between employer and employee—and the probable solution to a great many of the problems of avoidable friction in industry. It is to be hoped the railwaymen will take heed; and their example should be followed by other unions of workers, with the most gratifying results. There are men in the Labour movement to-day who deserve well of their country. In recent years they have come more into the light of reason, and have, by a consistent policy of level-headed campaigning on constitutional lines, broken through much of the prejudice which formerly beset them in all their own ranks. One of these is Mr. Thomas. His efforts towards industrial peace are bound to bear good fruit. It only remains for the Government to exhibit a broad-minded spirit of meeting the trade unions half way, to ensure the dawn of an era of freedom from serious labour trouble and hearty co-operation in all branches of industry.

White Slavery.

One of the perennial subjects that come up for discussion time and again is that descriptively known as "white slavery" and it is not surprising that the matter has been engaging the attention of the League of Nations now in session at Geneva. The suggestion of a German delegate that all houses of ill-fame should be abolished found a ready supporter in Dr. Brookes, of South Africa, who contended that commercialised vice was an anchorage and ought to be abolished like slavery. With that contention there will be little quarrel by any, for the idea of commercialised vice—the selling of morality for money—is essentially repugnant. But we live in a world of hard facts and we have to take things (for the moment at any rate) as we find them, though striving the while to improve. And it is undeniably true that if all houses of ill-fame throughout the world could be abolished there would not be a cessation of commercialised vice but in many cases only the driving of it elsewhere—into a fugitive obscurity far more dangerous and pernicious than is the present system. In many of the highly civilised countries, houses of ill-fame are not allowed—Britain being one such, and if all peoples were at such an equally high level it would possibly be an act of wisdom to proscribed all houses. But, there are many countries where the presence of such houses goes more or less for granted and where, in the absence of them, there would possibly result social sins far more harmful to the general community than is the system now condemned. The matter seems one to be left to the education and enlightenment of the peoples of individual nations rather than one which can be dealt with sweepingly throughout the world as a whole. Oriental nations are obviously on a different plane in this matter than are some of the western nations and resolutions at Geneva amount to little more than pious hopes. Still, they are hopes of a very worthy nature and serve to direct world thought towards one of the greatest of human problems.

EXCHANGE RATES.

London, Sept. 16.

Paris	124
Brussels	34.92
Amsterdam	12.13
Berlin	20.44
Copenhagen	18.16
Vienna	34.49
Helsinki	192%
Lisbon	27.16
Buenos Aires	7.85
Shanghai	47.15
Yokohama	2.06
New York	4.84
Geneva	25.22
Milan	89.35
Stockholm	18.09
Oslo	18.41
Prague	103%
Madrid	28.06
Athens	366
Rio	5.27
Bombay	1/6.31
Hongkong	1/11%
Silver (spot and forward)	25%

—British Wireless.

DAY BY DAY.

IMPOSSIBLE IS A WORD FOUND ONLY IN THE DICTIONARY OF FOOLS.—Napoleon Bonaparte.

The P. and O. s.s. Kalyan from Hongkong arrived in London on Thursday.

The P. and O. s.s. Kidderpore is expected here from Shanghai on Monday.

Friends of Mrs. B. Proulx, (nee Miss Florence Simmons) formerly of Hongkong, will be interested to hear of the birth of a son in Shanghai.

Sir James Jamieson, H. M. Consul general at Tientsin, celebrated the sixtieth anniversary of his birthday on Sunday last. Sir James was previously Consul-General at Canton.

Major W. G. Olivecrona and Mrs. Olivecrona are residing at Repulse Bay Hotel, the Major being on a fortnight's leave of absence from Kwangtung.

H.M. the King has approved the appointment of the Hon. Mr. W. L. L. Shenton, to be an Unofficial Member of the Executive Council during the absence on leave of the Hon. Sir H. Pollock, K.C.

Among passengers arriving at Hongkong this morning from Shanghai by the P. and O. s.s. Devanah, were Colonel D. C. Cameron, Major Stevenson, and nine ratings of the Royal Air Force.

It is ordered in the Government Gazette that a valuation of the tenements in the Colony for the year commencing 1st July, 1928, shall be made before the 30th day of April, 1929, or as soon thereafter as may be.

Estate in Hongkong worth \$2,700 was left by Mr. L. A. Franco, late of Shanghai, who died on Feb. 22, 1925. Letters of Administration have been granted to his widow, Mrs. C. M. I. Franco, at present living in Hongkong.

The start of Chamberlin's flight across the Atlantic and the wonderful welcome given to Lindbergh in Brussels and London are among the recent events depicted in the topical gazette to be shown at the Queen's Theatre to-morrow.

A spherical balloon manned by three officers from the military aeronautical centre at Versailles came down recently on a roof at Mareuil-sur-Ay, near Chalons-sur-Marne. The crew were unhurt, but a woman was seriously injured.

"Can a man make as great a sacrifice for the woman he loves as a woman for the man she loves?" is a question raised by "The Golden Cocoon," the chief film in the continuous programme at the Star Theatre to-day. The leading players are Huntly Gordon and Helene Chadwick.

The Hospital Comforts Committee begs to acknowledge, with many thanks, receipt of parcels of literature from Mrs. Duckworth, Mrs. Dunlop, Hon. Mr. J. Owen Hughes, Messrs. H. Woods and P. K. Ewart, and Mrs. A. R. Sutherland; also packs of playing cards from Mrs. A. Morris.

In the current issue of the Government Gazette, are published new Regulations made by the Governor-in-Council regarding the various public recreation grounds in the Colony. A complete list of the various areas, to whom allotted and for what purpose, together with the days on which play is permitted is given.

Showing for the last time at the World Theatre to-day is Jackie Coogan's entertaining picture, "The Rag Man," in which the famous boy actor plays the part of an orphan who befriends a junk shop keeper and helps him to win the fortune out of which he has been cheated by a dishonest lawyer. The picture is one that can be enjoyed by young and old alike.

When the Map Chung ferry launch, travelling between Hongkong and Yau-mat, was half way across the harbour yesterday, bound for the latter place, a Chinese jumped overboard. The launch was stopped and a search made, but no trace of the body could be found. It is not known whether the person was a man or a woman.

Driver L. J. Dick, of the R.A.S.C. attached to the Military Hospital has reported to the Police that when he was driving motor ambulance 16816 along Nathan Road, he was passing a stationary bus near the junction of Jordan Road, when a Chinese ran across the road from in front of the bus. He was knocked down by the ambulance and received slight injuries, but he refused to go to hospital.

MONOTONY AND VARIETY

Siberia From a Train Window.

A train-window view is all that most foreigners get of Siberia, that vast Asiatic annex to European Russia which gives every promise of developing and filling up after the fashion of the American Far West during the next few decades. Siberia's foreign visitors are few and infrequent years ago the well-known I.V.W. agitator, "Big Bill" Haywood, undertook to organize an industrial commune in the Kuznetsk coal basin of central Siberia; and hundreds, even thousands, of American and foreign-born radicals put their money into the enterprise, bought clothing and other equipment, signed up for two-year contracts and departed for the Siberia Utopia.

As a pure Communist experiment, however, Haywood's enterprise was unsuccessful. Haywood himself seemed to lack the necessary organizing and technical ability; racial and personal quarrels developed under the pressure of the hardship of living in very primitive conditions; production in the coal mines and other undertakings attached to the colony was slack and inefficient. The upshot of the matter was that "Kuzbas," as the colony was called, was reorganized along the lines of the unromantic state capitalism which prevails in the Russian industries.

Haywood was removed from the management; there was no more talk of unrestricted workers' control or of equal wages; production picked up under the management of a Dutch Communist engineer who was put in charge of the undertakings, and Kuzbas began to gain in material prosperity in proportion as it lost in sentimental appeal.

The Kuzbas foreign colonists have mostly departed now; some of them bitter and disillusioned, while others feel that their novel experiences compensated for the material deprivations which they underwent. Other foreigners in Siberia are few and far between; an occasional butter and eggs man, interested in buying up Siberia's surplus dairy products; a few German business men en route to remote Mongolia, where they intend to purchase furs and skins; very infrequently a stray journalist, in search of fresh material.

But transient travellers in Siberia are fairly numerous, because of the Trans-Siberian line, which is directly linked up with European Russian railroads, provides incomparably the shortest route between the Far East and Europe. The trip from Manchuria Station (the border point between China and Russia) to Moscow takes a week; and the same train, after a stop of a few hours, proceeds from Moscow to the Polish or Latvian frontier. The whole trip from Tokyo or Shanghai to Berlin or London, which demands seven weeks if it is made by sea, can be accomplished in approximately two weeks by using the Trans-Siberian transit facilities.

If it were for the foreign passengers the operation of first and second-class cars (known in Russia as "soft," in eloquent connotation to the third-class "hard" cars) would scarcely be profitable on the Trans-Siberian Railroad. The writer had several Russian travelling companions

in his car from Moscow as far as Novo-Sibirsk, the capital of Siberia; but they all left the train at the latter point.

A railroad official boarded the train and rode as far as Chita, and from Chita to the border writer proceeded in solitary state, with only the two "provodniks" or conductors as companions. Strained political conditions discourage the travel of Russians into Manchuria, which is under the authority of the conservative Marshal Chang Tso-lin, who recently carried out the raid on the Soviet Embassy in Peking.

What does one see on the long unbroken trip from Moscow to the Manchurian frontier? The first day out one passes through an uninteresting stretch of sparsely populated country, mostly marsh and woodland. The Ural Mountains in the region through which the railroad passes afford little picturesque scenery; they are little more than low rolling hills. Siberia, which begins beyond the Ural Mountains, is predominantly a vast broken steppe or prairie, up to Krasnoyarsk. The country offers little to the eye; but it is rich in farming possibilities and yields bountiful crops even to the wooden plows and other primitive implements with which the Siberian peasant scratches the soil.

Every little station is a point of respite where most of the passengers go for a short walk. Large numbers of the peasant boys and girls, and of older folks as well, come down to see the train, as it breaks the monotony of rural existence. The trade at the stations is carefully organized; instead of dealing with a horde of individual vendors the traveler finds a stand where a number of women with peasant kerchiefs on their heads offer chickens and other meats, eggs and butter and rolls and bread for sale. Prices are generally very low; the highest price for an egg is 4 kopecks or 2 cents.

Beyond Krasnoyarsk the scenery becomes wilder and more fascinating. The Siberian taiga or wilderness comes clear up to the railroad tracks, and the thick wood, with their impenetrable underbrush, are only occasionally broken by a lumber camp or a little station. Some of Russia's most beautiful scenery is to be found around Lake Baikal, where the train pierces its way through cliffs in a series of innumerable short tunnels. Beyond the wide stretch of the lake, where ice persists after summer weather has come in other parts of the country, one sees the noble outlines of high snowcapped mountains.

Perhaps the most significant sight in Siberia is the "Immigration Point" at every little station. Here hot meals are served at low cost to the grizzled, weather-beaten Russian peasants who have fled to Siberia from the hopeless overcrowding of their native Russian or Ukrainian villages and are prepared to try their fortune as pioneers in a country where free land is still abundant.

Siberia is an irresistible magnet for Russia's surplus population, and its development during the next half century will quite probably resemble the settlement of the American West during the generation that followed the Civil War.

W. H. C.

DEPARTURE OF DR.
McKENNY.

LEFT BY S. S. DEVANHA.

Taking with him the best wishes of a very wide circle of Government servants and also on those of many other residents, Dr. C. W. McKenny, who for many years was the Medical Officer in Charge of the Government Civil Hospital, was among those who sailed for to-day on the s.s. Devanha.

Dr. McKenny, who has been in the service of the Government for over 15 years, is going on special leave owing to ill health and will retire from the service whilst at Home. For many years he was at the Government Civil Hospital, where he came into contact not only with most of the civil servants but also with very many private patients. His kindness and charm of manner endeared him to all patients, and he was, in addition, a skilful and painstaking practitioner. He had on several occasions acted as P.C.M.O., was Visiting Medical Officer of the Tung Wah Hospital, and in charge of the Lunatic Asylum. He proceeded Home on leave in 1925 when he took opportunity to make a lengthy study of modern radiology and when he returned to Hongkong later, bringing with him the latest X-ray apparatus, he was appointed Radiologist, and Medical Officer in Charge of the

SAFEGUARDING OF
RELIGIONS.INDIAN PROTECTIVE
LEGISLATION.

Simla, Sept. 9.

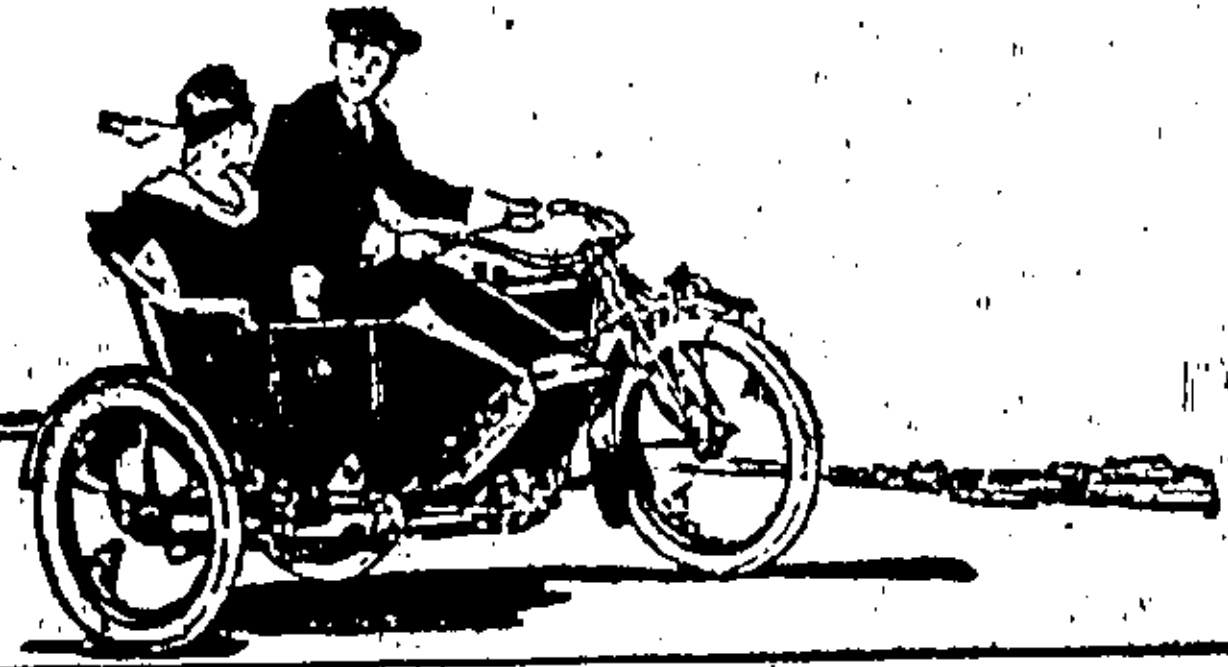
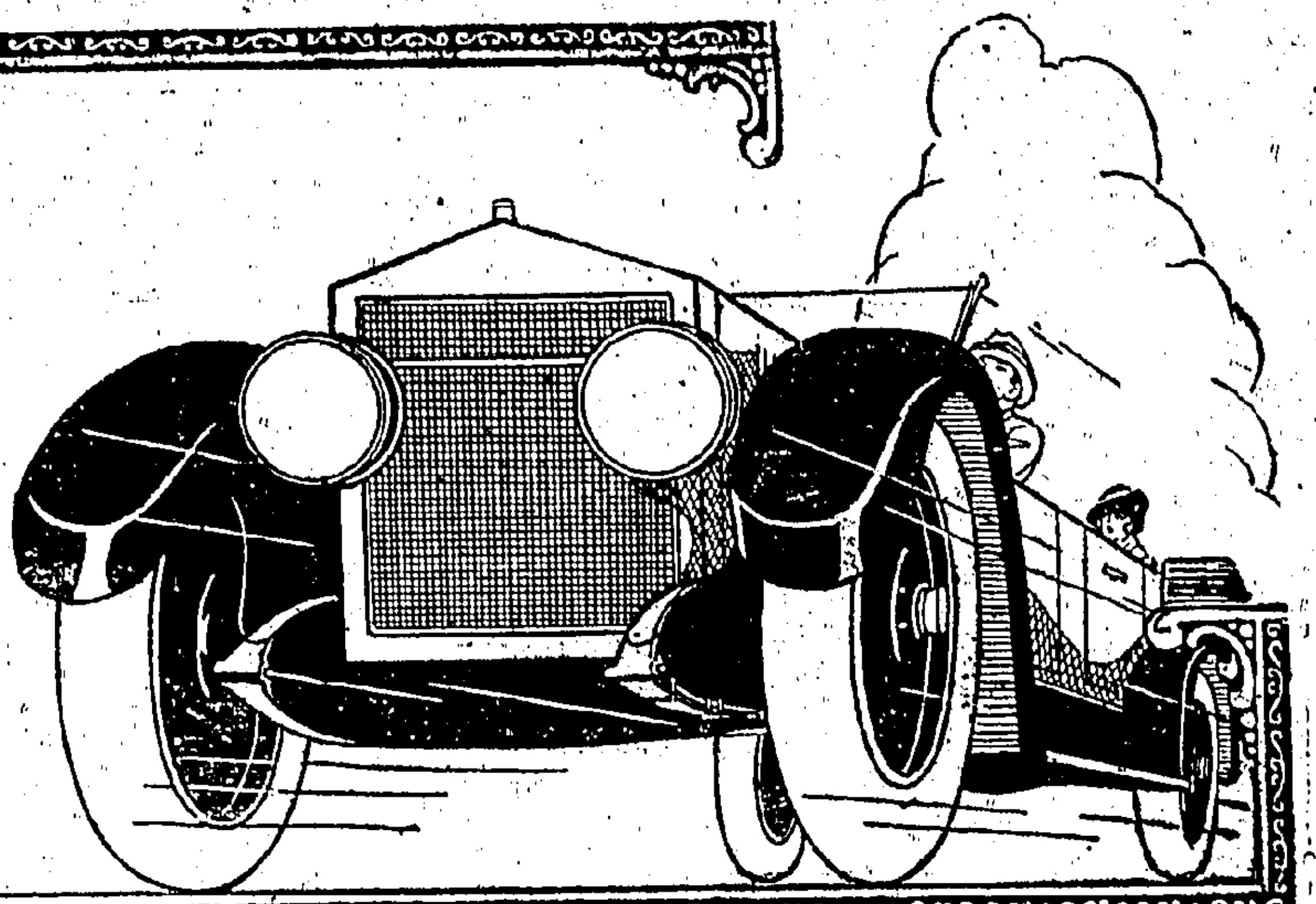
The Legislative Assembly has passed the first reading of a Government Bill prohibiting attacks on founders of religions, the operative clause of which lays down a penalty of two years' imprisonment, plus a fine, for deliberate insults, whether written or spoken or otherwise, against the religion of any other class of His Majesty's subjects.—*Reuter.*

The Queen, who was recently on a visit to her brother, the Marquis of Cambridge, at Shotten Hall, Shropshire, spent some time in Shrewsbury visiting places of interest, including Whitehall, where she inspected Captain W. G. Dugdale's collection of antiquities. She afterwards called at several curiosity shops. In the afternoon the Queen motored to Marton Hall, the residence of Lady Mary Doyle.

Civil Hospital in addition. Since his return much valuable work has been performed here in the realm of radiology and by his departure the Colony is losing the benefit of the service of a skilful expert.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 17th SEPTEMBER, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT



A Valuable Check.

An excellent system has been instituted by the Hongkong Automobile Association whereby members who leave their cars at either the City Hall or at the Kowloon Ferry parking space, may ascertain that their vehicles have not been used during absence. The patrols have been provided with recording cards, on which are spaces to be filled in with the number of car arriving on the stand, and the times of arrival and departure. If any member has reason to believe that his driver has been joy-riding, or that his car has been taken away for an hour or so, he merely has to drop a card to the Honorary Secretary asking for the parking record of his car on the day concerned. It will be generally agreed that this system is most valuable, and furnishes yet another reason why every owner should belong to the Association, and, furthermore, carry the badge on his car or cycle.

"That's Service!"

Whilst referring to the patrol system, we were given an example of another manner in which members of the Association benefit from the vigilance of the patrols. During the week, a member who had left his car outside the City Hall, was somewhat perturbed to see it raining heavily, knowing that his car was not covered. Realising that it was rather late to do anything, he reconciled himself to the prospect of finding his car soaking wet by the time he wanted to drive home. Imagine his pleasant surprise, when arriving at the City Hall to discover that the patrol had put the hood, and fitted the side curtains. "That's service!" remarked the member, as he related the incident to us.

Thoughtless Drivers.

Several instances have been lately noticed in the New Territories, of drivers endeavouring to turn their cars completely round on the main motor roads, in some cases quite close to corners. This is a practice to be condemned first and last, chiefly on the grounds of danger and inconvenience caused to others. In the New Territories an ordinary sized car, if placed across the road, allows no path for other vehicles. This fact should be borne strictly in mind by drivers. More than one motorist has lately had to pull up quickly on rounding a blind corner to find another car across the road, endeavouring to turn. Cases have also been known of cars getting stuck, partly on the road and partly off. This again causes inconvenience, for while the road may be sufficiently clear for traffic to pass, yet assistance is bound to be asked for of passing people, who, while they may give their help cheerfully, are being inconvenienced to help put right the other man's thoughtlessness. Along the Castle Peak road there are plenty of wide parts which give ample room for the turning of a car. Drivers would ease local troubles and dangers if they would take the trouble to find one of these wider sections before attempting to do what is obviously wrong.

The Buffalo Danger.

Some time ago a correspondent drew attention by a letter in these columns to the danger of buffaloes being allowed to roam over the main motor roads without any, or but little, attempt to control their movements. The accident which occurred last Sunday, in which five people, including the driver, were involved, luckily without injury, again brings this matter before the public eye, and merits some consideration from the powers that be. The practice of allowing these animals to stray at large is increasing and while the importance of their retention by the Chinese villagers is obvious, yet some attempt should be made to compel the villagers to keep these animals under control. On Sunday, a motor car, in swerving to avoid a buffalo which suddenly ran across the road, about half way to Castle Peak, dropped a distance of 13 feet over the side of the road, turning turtle at the bottom. It was pure luck that no one was seriously injured or killed. Such an instance proves conclusively that action should be taken in this matter to prevent the villagers, however innocently, from allowing this practice to continue.

Sixty Horse Power.

Quite a lot of interest has been evinced in the sixty horse-power Fiat touring car which is on show at the Agent's showroom in the old Fire Station building. It is probably correct to say that this particular vehicle is the largest passenger car which has been seen in Hongkong, and although there are but few motorists who would acquire such a monster, to the few who favour "something different," this "Fiat 519" offers that "something." The lines are most graceful, and truthfully convey the suggestion of supreme power combined with comfort. In spite of the fact that the car weighs some two tons, and is powered with a sixty horse-power engine, the mileage to the gallon works out at fifteen, which, taking the type into consideration, is quite economical for the result achieved.

"The Autocar."

Members of the H. K. A. A. who wish to subscribe to "The Autocar" may place their order at any time with the Honorary Secretary, who will forward orders on to London as received.

AILS CRAIG TRIBUTE.

Fierce Gale off the Irish Coast.

The recent fierce gale off the West Coast of Ireland was disastrous for the Donegal fishermen. There was a heavy loss of boats and gear, and it is feared lives have also been lost, as a number of crewless boats have been washed ashore.

Mr. James Coll, owner and skipper of one of the very few boats to come through safely, states he had to beat to windward 10 miles through a head gale in order to reach his home port. This was his first night out Salmon Drifting

with a new engine in his boat, an Ailsa Craig Kid 10-16 h.p. 4-cylinder unit made by the Ailsa Craig Motor Co., Ltd., of Chiswick, London.

Mr. Coll owes his safety to the fine performance put up by his Ailsa Craig engine under the wildest conditions. But for its wonderful reliability he would have suffered a like fate to that of the other boats less fortunately equipped.

TRUCKS ARE LOANED.

The drive-yourself system has been extended to the use of trucks. A large Chicago rental service has added trucks to its line, for renting under the same conditions as passenger cars.

OLYMPIA SHOW.

Opens Next Month.

An unusually attractive exhibit of Cycle and Motor Cycle products will be displayed at the Olympia Cycle and Motor Cycle Show from October 31 to November 5 next, when for the first time since the War, German manufacturers will be represented.

The number of applicants for space shows an increase and particularly in the hope that it will accommodate Overseas buyers, only one week will elapse between the closing of the Motor Show and the opening of the Cycle Show.

It is much hoped that Overseas buyers will spend the intervening period in London, where in recent years an attractive autumn season has been stayed by the theatre, hotel and amusement proprietors. The period around the Motor and Cycle Show is regarded as the height of the season and social events of importance and interest abound.

DUTCH TROPHY RACE.

British Machines Triumph.

This year's Dutch Tourist Trophy Race, provided a striking demonstration of the superiority of British Motor-cycles in general, and of the high speed reliability of "Matchless" Motor-cycles in particular. In the 500 c.c. race four Matchless Motor-cycles were entered and all four finished in the first nine in the international category. They actually won 2nd, 4th, 5th and 6th places in the national classification, which must be considered a really remarkable performance.

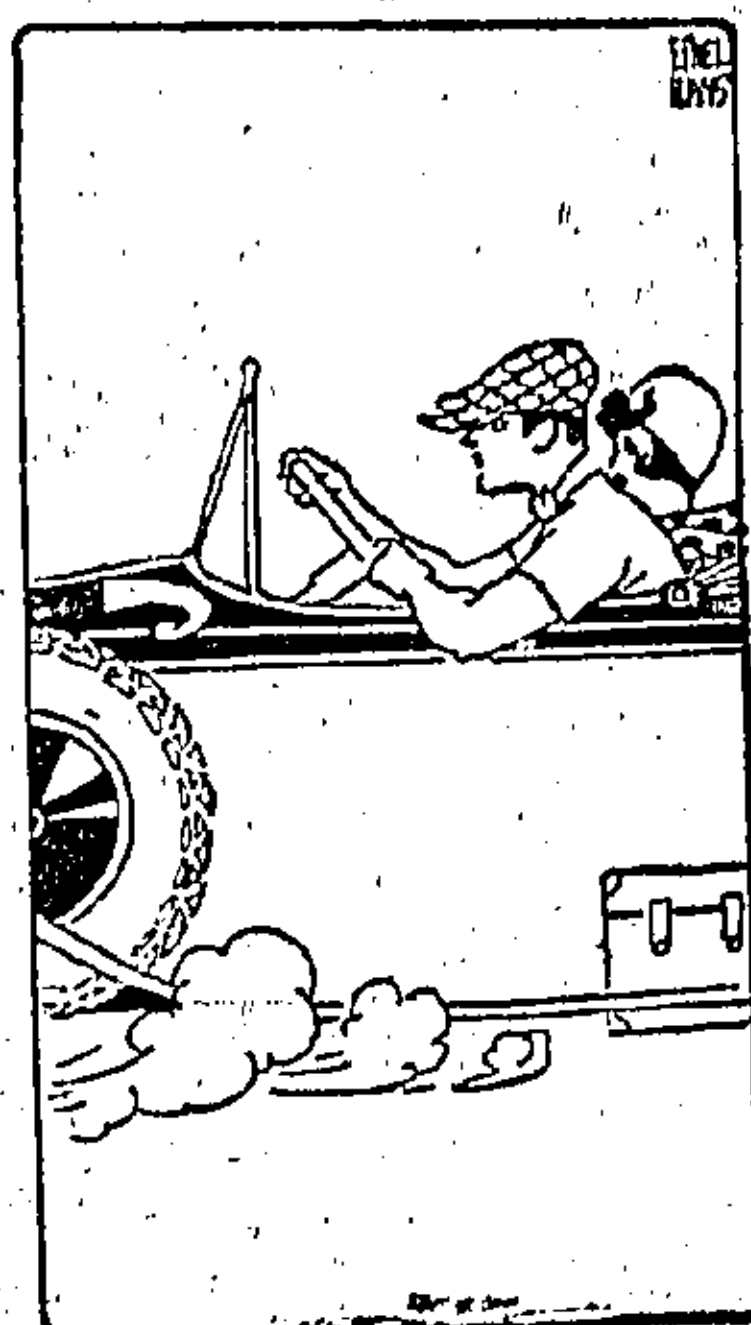
LUXURIOUS TRAVEL.

Millionaire's Air Yacht.

A remarkable new air yacht has been built for Mr. H. S. Vanderbilt, the American millionaire. It is the most luxurious machine of its type ever constructed. It is a Fokker monoplane fitted with a British Napier engine and is capable of a maximum speed of 115 m.p.h. and can cruise for five hours at 90 m.p.h.

The passengers, it has accommodation for five, are in a glass cabin, which enables them to watch the landscape or seascape over which they are passing. This cabin is fitted with easy chairs and the floor carpeted with thick pile rugs.

Although Mr. Vanderbilt is a qualified pilot, he employs a chauffeur pilot who was an officer in the U.S. Army Air Force.

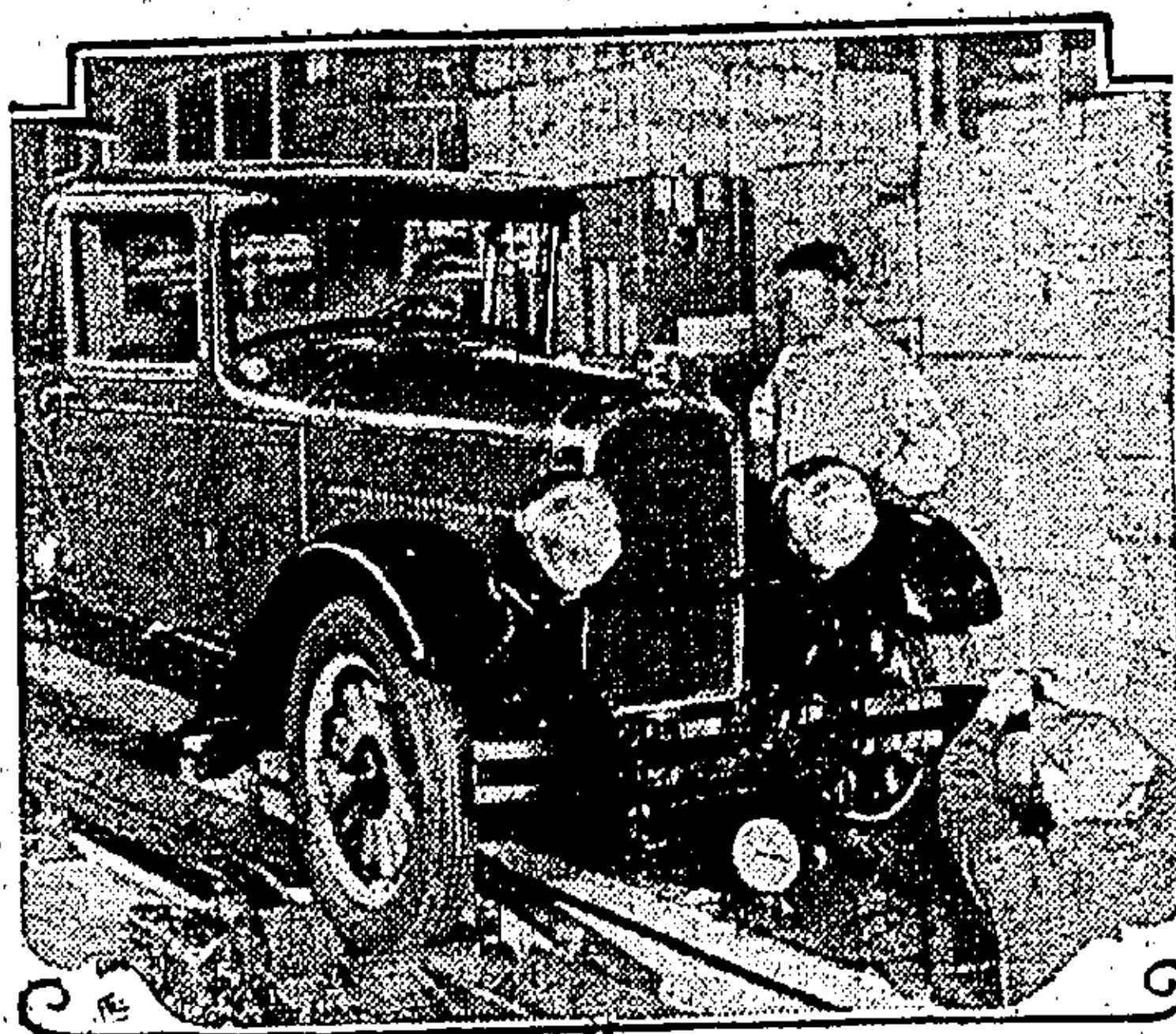


The honeymoon is over when he forgets how to drive with one hand.

"INDIVIDUAL DYNAMOMETERS."

To Ensure Perfect Braking.

(By Israel Klein.)



Individual "dynamometers," as shown here, assure properly adjusted brakes.

Heretofore, the matter of brake adjustment has been a question of try and test. The brakes, being only on the two rear wheels, required mere tightening and a run on the road to test their efficiency.

But four brakes on a car now need perfect adjustment and equalization that has taxed the ingenuity of engineers. The equipment has to remain equalized to a reliable degree. Testing four brakes on the road, by the mere judgment of the driver, can no longer be relied on.

So engineers have designed various meters and put the cars on the dynamometer block, so that they may adjust each brake to its calculated efficiency, and so that all four may be equalized to work as a unit. But the human factor, which is more or less fallible, could hardly be excluded from this work, and occasionally a car has come through improperly adjusted.

Now a new type of machinery is being used in various automobile plants, by which the human factor is almost entirely eliminated. There is no more guesswork on the

part of the men doing this work, for the adjustment of brakes is left to the machine itself.

This apparatus consists of a set of corrugated metal rollers driven by an electric motor, for each wheel of the car. Thus the automobile is made to run, by the power of the motors, on four sets of these rollers. They are in fact, individual dynamometers, the rollers revolving the wheels of the car.

As the brakes are gradually applied, the friction created between the brake drum and the brake lining on each wheel is weighed by a set of scale beams. This pressure is measured in pounds and is shown on a dial connected with each set of rollers.

The exact brake pressure for front and rear wheels is known, so that the brakes need a little adjustment either way, while the operator is guided accurately by the dial on the scale.

While the brakes are adjusted through these machines in the matter of resistance, they are equalized under the same pressure of the brake pedal.

MOTOR-COACH DANGERS.

Drivers Who Defy Safety Rules.

People whose safety has been jeopardised by those motor-coach drivers who seize every opportunity of defying the laws of the road are wondering why such men are permitted to retain their jobs.

Observations made recently by a Daily Mail reporter show that racing at a speed which often is thrice that of the 12 miles an hour allotted to them, "bullying" of traffic that is conscientiously conforming to the rules of the road, cutting-in, "squeezing out" and monopolising the road by travelling abreast are examples of their unmannerly and hazardous tactics.

A Daily Mail reporter who went by a long and unwieldy motor-coach from Manchester to Blackpool found that it was capable of a high speed, which could not be determined because the car carried no speedometer.

He saw on the road numerous examples of disregard for the simple rules, which might have brought injury to the occupants. High speed cornering even when on-speeding cars were taking the bend was quite common. Not more 40 per cent. of the motor-coaches were being driven carefully and sufficiently slowly.—Ex.

MOTOR-CAR CHANGES.

More "Smalls" and Several "Eights."

An important feature of the Motor Show, which will open at Olympia in October, will be the introduction of a number of new small family cars round about a rating of 9-h.p. These will be cheaper than existing family cars, both to buy and to run. One car of this type is to be mass-produced by a firm of long standing.

The power output of engines has increased to such an extent in the last few years that an engine of but 9-h.p. is now considered to be equal to the work of propelling four full-sized adults.

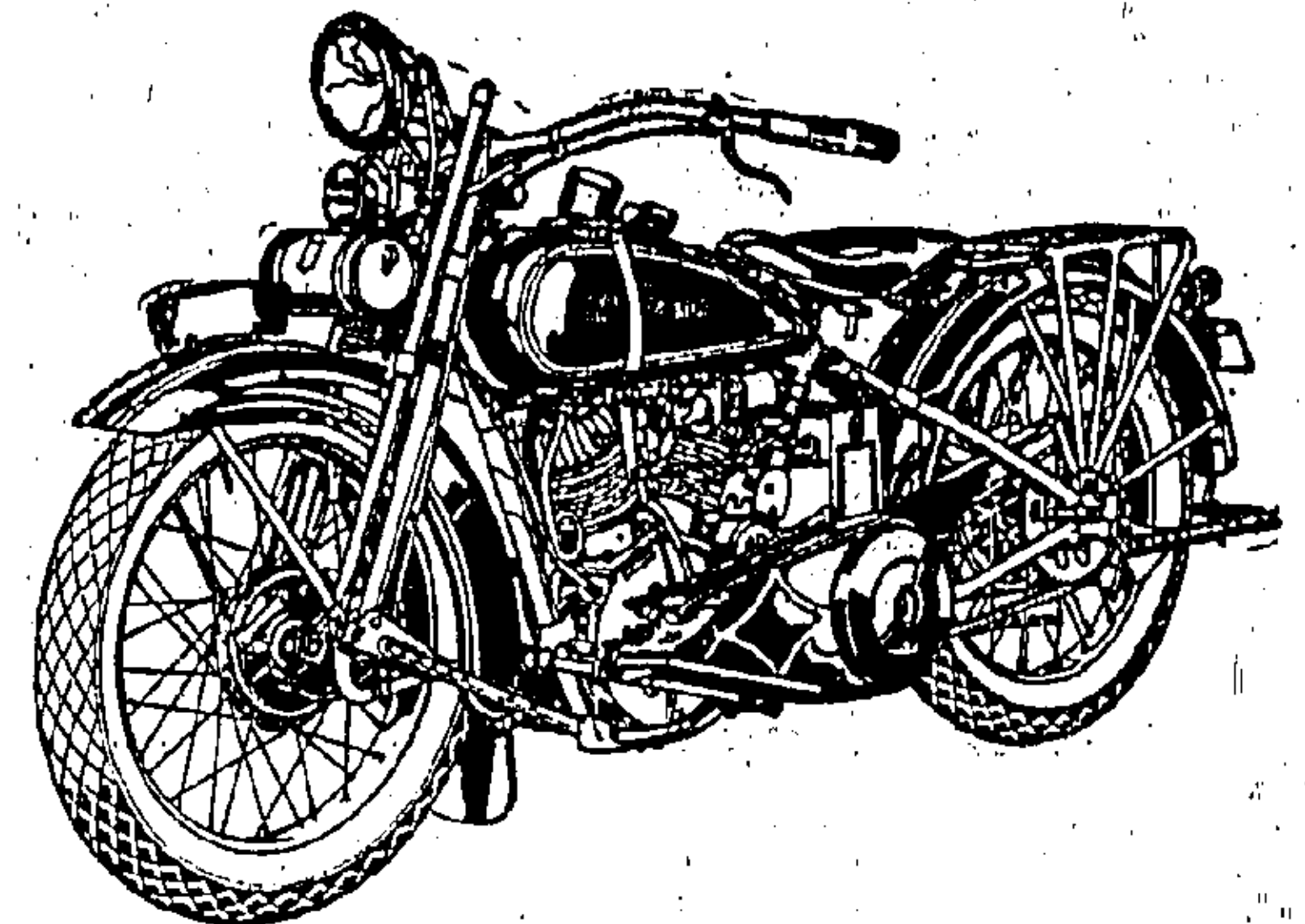
The 11-h.p. or 12-h.p. vehicle, next year will be considered quite a formidable car, and the 9-h.p. type is expected to run it close as the most economical type of family vehicle. I do not mean to suggest that the 11-h.p. car will lose its popularity.

Many More Motorists.

The new family car will doubtless bring in a whole host of new recruits to the pastime.

In the medium-power class (14-h.p. to 16-h.p.) the six-cylinder vehicle will almost entirely oust the 4-cylinder type. Several 8-cylinder cars of moderate horsepower will also be introduced.—Ex.

HARLEY-DAVIDSON



FORE-WHEEL BRAKES, THROTTLE
—CONTROLLED MECHANICAL
OILER AND AIR-CLEANER

are prominent advancements.

SPECIAL SPORT SOLOS ARE LEADERS

FIRST SHIPMENT ARRIVING 20th
SEPTEMBER By the S.S. "EMPRESS
OF CANADA."

BOOK YOUR MOUNT NOW.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Take Bus Route No. 7. (Passes Door).

When You Say—
"Give Me A Gallon of Oil"
You're Inviting
Knock! Knock! Knock!

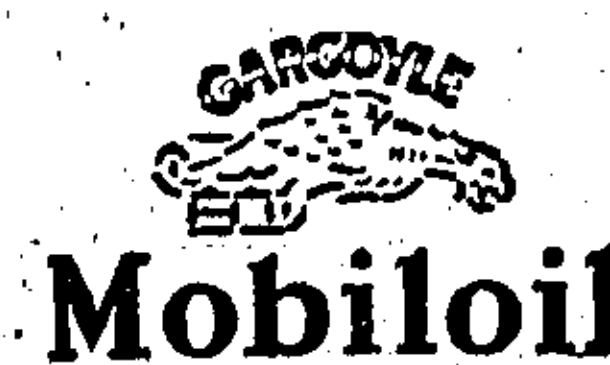
What brings quick carbon
knocks? Most often—incorrect
lubrication. That means: oil of
low quality or oil of incorrect
body. Very often both faults
exist in the same oil.

How soon does excessive carbon
form in your engine? It depends
on how you ask for oil. Merely
saying, "Give me a gallon of oil"
is sure to bring extra carbon—
quick carbon.

Laboratory tests repeatedly
prove that Mobiloil gives unusual
freedom from carbon deposits.
In one case two gallons of Mobiloil
were used in a trial run of a
famous 8-cylinder engine. Then
two gallons of another oil—a well-
known brand—were used. Condi-
tions were identical. After each
run the carbon was scraped out
and weighed.

Mobiloil left 15.85 grams of
carbon. The other oil left 28.55
grams of carbon.

Mobiloil is not a by-product of
gasoline. Mobiloil is a specialized
lubricant. Made by the oldest and
most successful company specializ-
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VACUUM OIL CO.

G.M.C.—THE MODERN TRUCK.

This entirely new line of General Motors (G.M.C.) Trucks is powered by the famous 6-cylinder Buick Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types:

1-ton Model T-20—6-cylinder:

132-inch wheelbase 23.44 horsepower

2-ton Model T-40—6-cylinder:

136-inch wheelbase 29.40 horsepower
150-inch wheelbase 29.40 horsepower
162-inch wheelbase 29.40 horsepower

2-ton Model T-50—6-cylinder:

136-inch wheelbase 29.40 horsepower
150-inch wheelbase 29.40 horsepower
162-inch wheelbase 29.40 horsepower

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2½ to 15 tons.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD --- HAPPY VALLEY.

THE MOTOR UNION

INSURANCE CO. LTD.

Incorporated in England

(Under the auspices of the Automobile Association)

SPECIAL RATES TO MEMBERS OF THE HONGKONG AUTOMOBILE ASN.

For full particulars apply to:—

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Announcing

New Arrivals

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B. S. A.

MOTOR CYCLES

Model S27 4.93 h.p. O.H.V.

Model L27 3.49 h.p. O.H.V.

Model B27 2.49 h.p. DeLux

Our economical handling cost, complete stock of spare parts, and efficient service ensure complete satisfaction to every B.S.A. rider.

Lead the way on a B.S.A.

Sole Agents:

THE SINCERE CO., LTD.

HOW FAST CAN YOU THINK?

Unique Method of Testing Reaction Time.



The distance between the two spots measured by the scientist's eye is the time it takes a driver to apply his brakes after he hears the warning shot. Inset shows how the two pistols are attached, one worked by the passenger scientist, the other, from the brake pedal, by the driver.

Washington, Aug. 30.—What is your reaction time?

In other words, how long does it take you to think about stopping before you begin to apply the brakes of your car? Science is trying to find out.

Your reaction time and that of the other driver may mean the difference between saying it with flowers and continuing the trip—between life and death.

Recently Uncle Sam's Bureau of Standards, where scientists make it their business to get the answers to queer but important questions, equipped a car with two revolvers attached to the running board. The firing of the guns told just how long it takes most people to begin to think about stopping.

Measure Between Marks.

By a unique method one revolver is discharged to signal the driver that he must stop the car as soon as possible. This shot leaves a mark on the highway as the car speeds along. The second revolver is connected with the brakes. As soon as the driver applies the brakes, as soon as the driver applies the brakes, it is shot off automatically. It too, leaves a red mark on the pavement.

Next the scientists measure the distance these two marks. As they know the exact speed at which the car was travelling, they can readily figure in seconds how long it took the driver to stop his automobile.

So accurate were these tests that an ordinary speedometer would be very accurate at all times.

Some fifty college and high-school students took the test. There were also a dozen expert taxicab drivers as well as 50 soldiers and 12 officers of the Motor Transport Corps of the United States.

All drivers were tested and examined at five speeds. They were warned:

Half Second to Stop.

"Remember that you are to lift your foot from the accelerator and put it on the brake the moment the first shot goes off and you are to act in every way the same as though a failure to stop would bring about a serious accident."

It was discovered that it took the drivers, on the average, one-half a second to hear the shot, change their foot from the accelerator to the brake and press down.

This reaction time meant, the scientists found out, if the machine was travelling at 30 miles an hour it would take approximately 100 feet to bring the car to a complete stop.

Some of the drivers tested had reaction times as low as thirty-one hundredths of a second and others as high as 1.02 seconds. The average education and training of the drivers indicate that their intelligence was high which would seem to indicate that many people in this

country who operate automobiles would have reaction times of from 1.5 to 2 seconds.

These tests are of double value. They have provided our motor traffic engineers with reliable information. They are also the first standards which are being gathered for establishing rigid tests for the drivers of the future.



Whether you live in the Colony or the Outposts all the advantages of Alex. Ross and Co.'s "Trouble Free Motoring Service" are open to you just the same. It will pay you to call or write.

From us you will learn how our easy payment system works. You will find ready for your inspection the finest range of the very latest cycles you ever saw under one roof.

It will pay you to buy now.

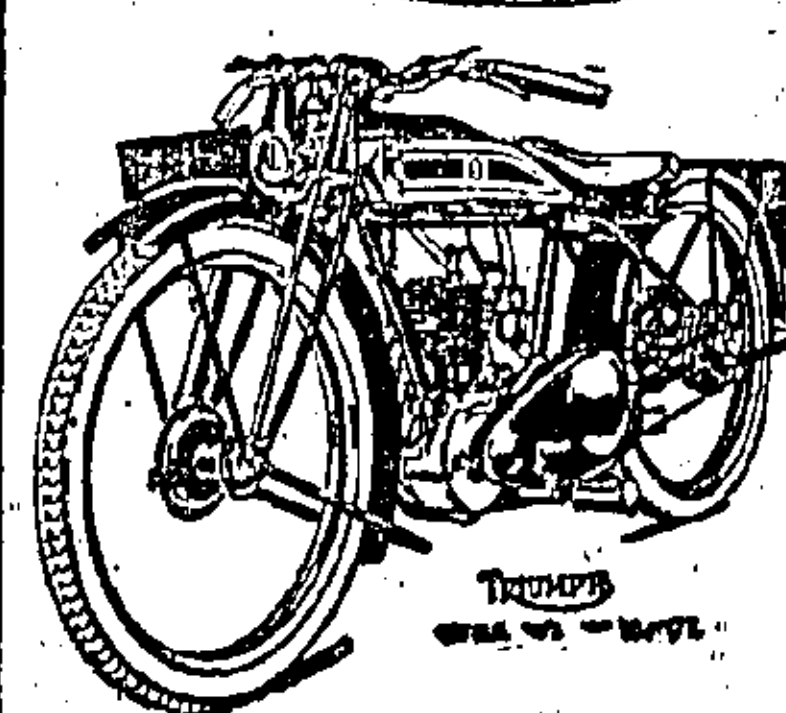
FRANCIS BARNETT

Model 4 £36.10.0.
Model 5 39.0.0.
Model 9 45.0.0.

A. J. S.

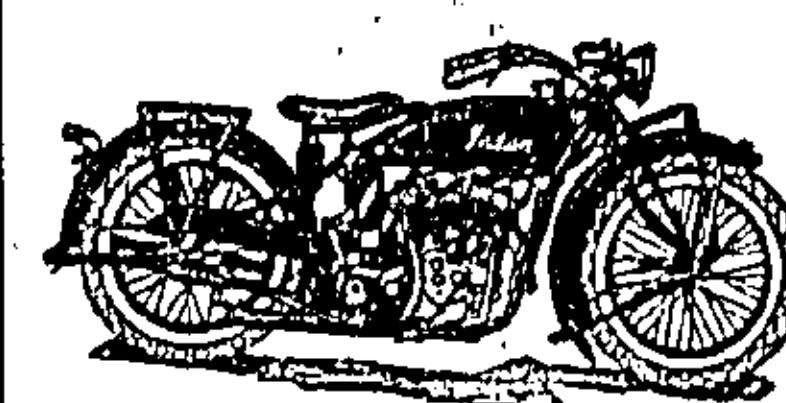
Model H1 £116.10.0.
Model H3 65.0.0.
Model H5 61.10.0.
Model H6 66.0.0.
Model H8 73.0.0.

TRIUMPH



N. De Luxe 60.0.0.
TT 83.0.0.
SD 72.0.0.

INDIAN



Indian Prince G. \$265
Indian Scout 330
Indian Chief 380
Indian Big Chief 390

DOUGLAS

Douglas EW. £59.0.0.

Why not call and let us tell you about our EASY TERMS. How simple they are, and how considerate! We can promise you an enjoyable chat, and you will not be pressed to make a purchase.

ALEX. ROSS & CO. (CHINA), LTD.

Prince's Building, 2nd Floor, Ice House Street Entrance.

360,000 SIGNATURES.

Petition to Parliament.

The Motorists' Petition to Parliament, organised by the Automobile Association, has been presented in the House of Commons.

Signed throughout the United Kingdom by over 360,000 motor owners and drivers, the Petition urges—

- (1) that the proceeds of motor taxation now remaining in the Road Fund and the motor taxes hereafter to be levied shall be applied to road purposes only;
- (2) that, if in the opinion of Parliament the sums now

raised by motor taxation exceed the amount required for road purposes, the existing scale of motor licence duties shall be reduced;

(3) that in any rearrangement of Government Offices, a Roads Department, with a representative in Parliament may be maintained as a distinct and separate branch of the Administration for the purposes of providing and maintaining roads suitable and sufficient for the rapidly increasing requirements of modern road traffic.

It is the intention of the Automobile Association to press these points through every available channel.

Give your high gear some exercise on the hills by using SOCONY the gasoline that brings the mountains down to the motorist



SOCONY Gasoline and Motor Oil

STANDARD OIL CO. OF NEW YORK, 25 Broadway

STATE EYE DIRECTOR.

A motor vision director in every state is the aim of the American Optometric Association, according to Chairman W. E. W. Silver. The duty of this director would be to examine the eyes of drivers whenever necessary.

TRAFFIC ENGINEERS.

Miller McClintock, the famous American traffic expert, advises the appointment of a special traffic engineer in large cities. His job would be the constant study and relief of local traffic problems.

CARRY-BY SIDECAR.

Utility and Economy.

The British Cycle and Motor Cycle Manufacturers' and Traders' Union, Ltd., have recently published a very attractive brochure designed to bring to the notice of the public—and particularly retail tradesmen—the utility and economy of the motor cycle and sidecar for delivery of goods and utility for general transport purposes. The brochure demonstrates how there are many varying types of commercial sidecars which can carry loads up to 5 cwt., for a cost of less than 1d. per mile.

A large variety of commercial sidecars for various trades and for the personal transport of commercial travellers and their samples are manufactured.

A most important feature is the aid which a motor cycle combination can give to Gas, Water and other public Undertakings, and to Local Authorities and Police and Fire Brigades.

The Motor Cycle Combination has become an integral part of many Police Administrations in the Dominions and in the U.S.A.

The motor cycle fire fighting outfit has already shown itself as possessing great advantages especially in manufacturing works covering a large area where mobility in fire fighting equipment is necessary to deal with the small outbreaks—often the precursor to disastrous conflagrations. So, too, the motor cycle fire engine is almost an imperative requirement in hamlets chiefly composed of wooden buildings which may be separated by long road distances from the larger towns.

This has been found to be the case in Northern Europe, where wooden buildings predominate and much valuable property can thus be saved.

SMELLING TROUBLE.

Detecting Causes.

[By Israel Klein.]

Many a difficulty in the running of the automobile can be detected by its odour. Outside of the familiar burning rubber odour, however, few drivers can locate the cause.

A survey of odours that indicate something wrong in the car might be helpful.

First, burning rubber. That means generally too frequent use of the brakes, especially when travelling down a long hill, or forgetfulness in releasing the handbrake at the start.

But far more serious is the rubber odour from burning insulation in the ignition system. Most likely it means a short circuit is impending. It is caused from overheated wiring, which is a sure warning of something wrong in the ignition system.

The entire system must be checked over until the cause of overheating is found and corrected.

The next most common odour is that of gasoline. A leak in the fuel system or continued overflowing of the vacuum tank might be detected by the odour of raw gasoline. The overflow in the vacuum tank might be caused by a clogged air-vent in the gasoline tank.

Burned gasoline odours may be traced to the exhaust side of the engine—in the connections between cylinders and exhaust manifold, in the carburetor or intake manifold heating apparatus or in the car heater. A leak at any of these points will permit the burned exhaust gas to escape and warn us by its odour.

However, if a strong wind is blowing from behind, the odour might come from the gas that is

escaping naturally through the exhaust pipe.

Another odour is that of burning oil. That might signify loose pistons, which permit gasoline to be blown down into the crankcase and dilute the lubricating oil.

An overfilled crankcase might declare itself by this odour. Oil escaping into the drums or brake linings develops this odour, revealing that the axles need repacking or tightening.

Somewhat similar is the odour of frying grease which betrays a leaking universal joint housing generally, by grease splattered on the hot muffler or exhaust pipe.

An overheated engine can be detected by the smell of steam or scorched metal, as well as hot lubricating oil. This smell comes from the vaporization of oil on the outside of the hot engine.

Whatever the odour, however, danger is flashed to the driver and the car should not be driven further before the cause is located and corrected.

MOTOR SHOW SECRETS.

Little Change in Prices.

(By the Motoring Correspondent of the Daily Mail.)

In Coventry and Birmingham just now there is an atmosphere of deep mystery.

The autumn motor show at Olympia will be held in less than two months' time, so that manufacturers have their plans for the new season almost complete.

But they naturally do not wish to give their programmes away to rivals until the last possible moment—hence subdued whispers in the factories and a general air of secrecy.

Without divulging trade secrets it is possible to give an accurate forecast of what motorists may look for in the motor show of 1927.

The question that intrigues most people at this time of the year is the possibility of lower prices. Here there will probably be a certain amount of disappointment. I understand that there will be little change in the prices of existing models.

Cuts of a few pounds or so on the less expensive types of car may be possible, but the heavy cuts experienced during preceding years are not at all likely.

On the other hand, prices will be more established and new owners will not be faced with the danger of quick and heavy depreciation.

I mentioned last week two firms who have already announced their prices for the whole of 1927, and to this list must be added the Sunbeam Company.

This fixing prices ahead is quite a new thing in the motor industry, and it is aimed directly at the depreciation bogey which has had in the past such an unsteady influence on the motor trade.

Quite a number of important firms, I understand, will fix their prices for a year ahead during the motor show period.

The number of new models this year, while including the new 9 h.p. family cars, will be rather limited, which is another move towards the stabilizing of the motor industry.

Constant changing of models is inclined to irritate owners, and it also suggests lack of faith by the manufacturer in his production. Makers are now more inclined to spend their funds on improving their existing models, only producing new cars to meet new markets.

There is wisdom in this policy. The best motor-cars to-day are those that have proved their worth after three years or more on the road.

for Economical Transportation



IS

COMING!

THE GREATEST BUICK EVER BUILT.

Series 115 is powered with the famous Buick Valve-in-head 60 horsepower triple-sealed engine. The bore of this motor is 3-1/4-inch—stroke 4-1/2-inch—R.A.C. Rating 23.44 horsepower. Series 120 and 128 are powered with the famous Buick Valve-in-head 75 horsepower triple-sealed engine. The bore of this motor is 3-1/4-inch—stroke 4-1/2-inch—R.A.C. Rating 29.40 horsepower. These 1928 model Buicks will be available in the following types:

Series 115 Model 20	5-seater 2-door Sedan
Series 115 Model 24	4-seater Sport Roadster
Series 115 Model 25	5-seater Sport Touring
Series 115 Model 27	5-seater 4-door Sedan
Series 115 Model 28	4-seater Coupe
Series 120 Model 40	5-seater 2-door Sedan
Series 120 Model 47	5-seater 4-door Sedan
Series 128 Model 49	7-seater Touring
Series 128 Model 50	7-seater Sedan
Series 128 Model 50L	7-seater Limousine Sedan
Series 128 Model 54	4-seater Sport Roadster
Series 128 Model 55	5-seater Sport Touring

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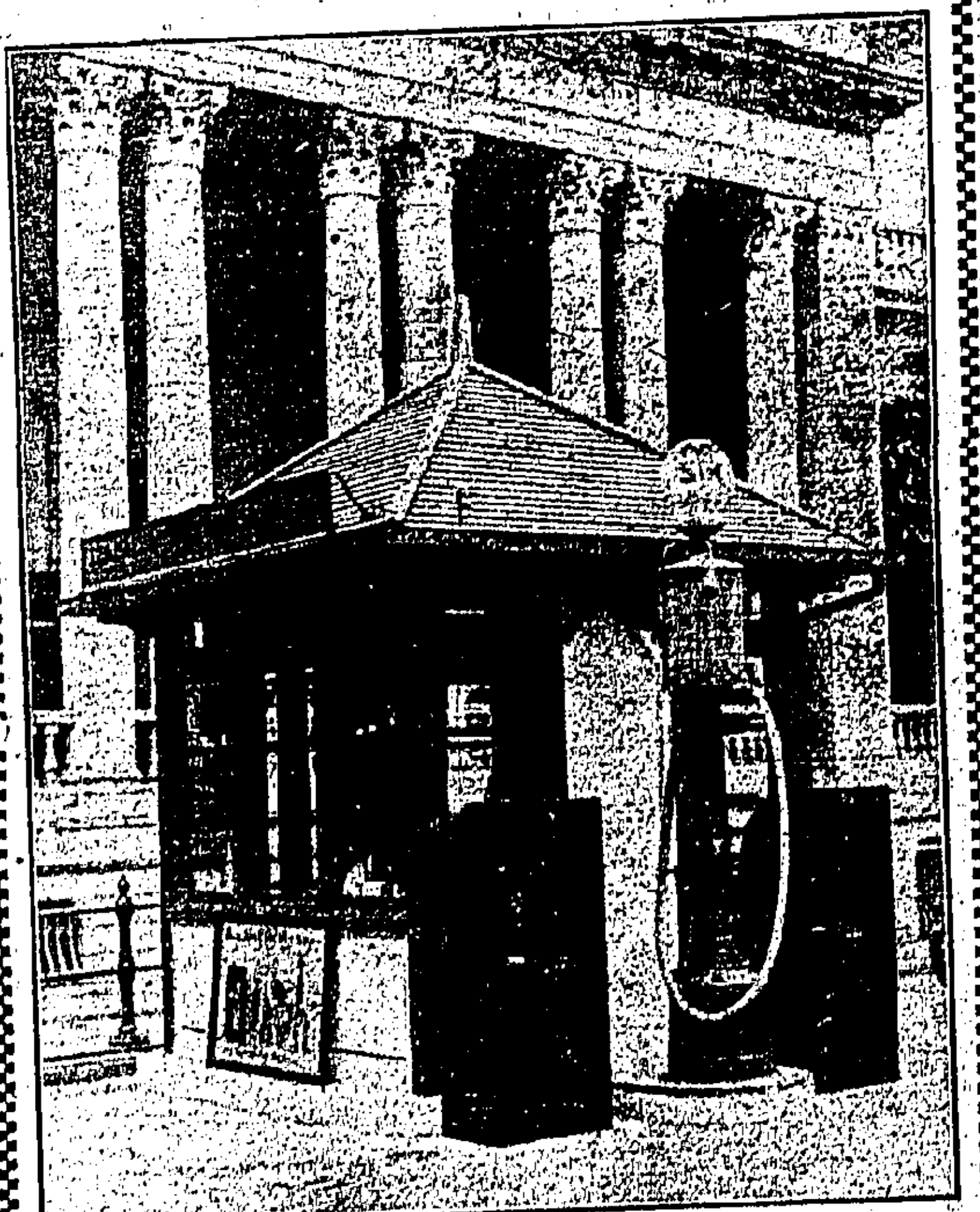
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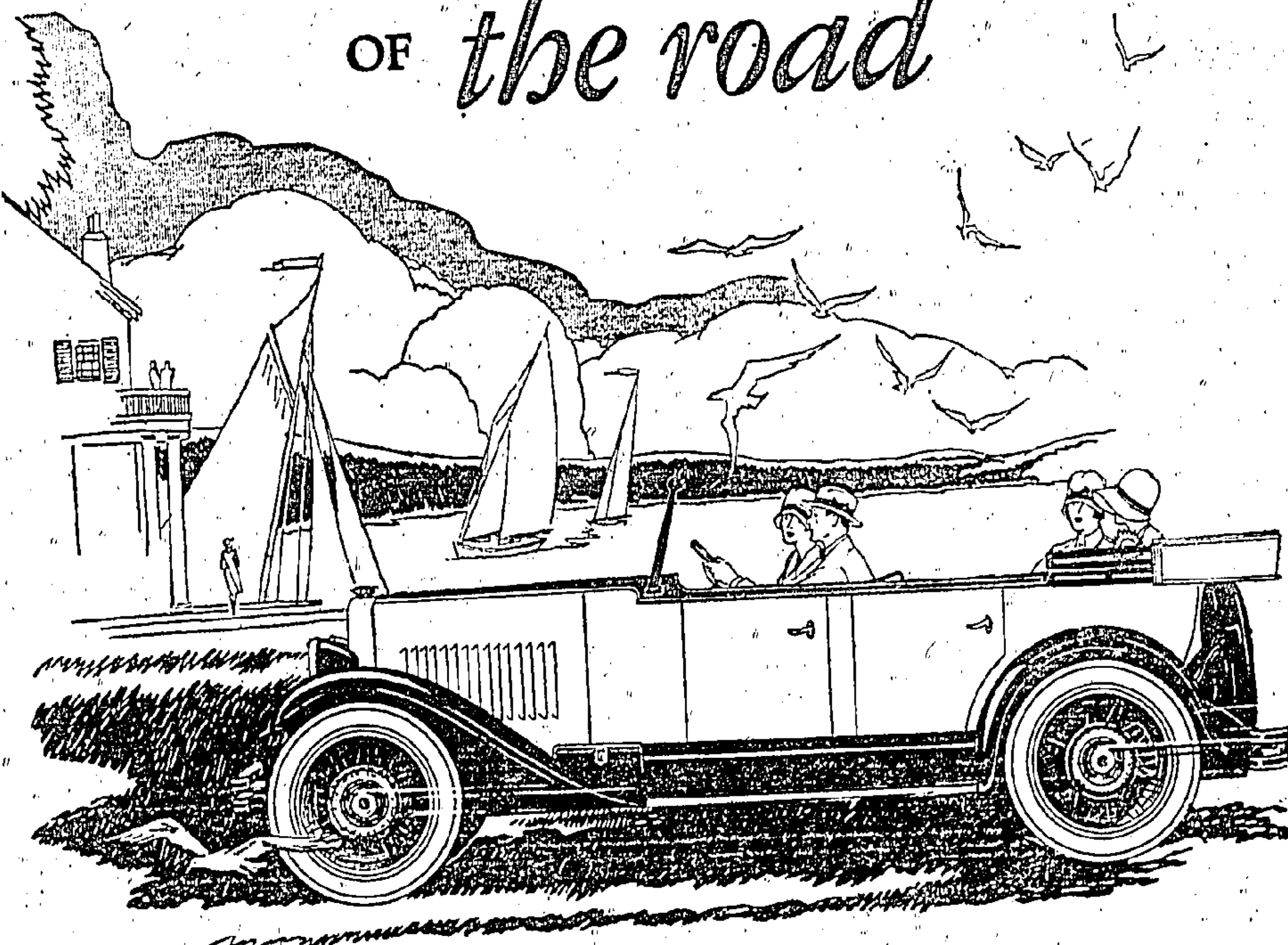
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Never before such satisfying, six-cylinder motoring at such low cost! Compare Erskine acceleration of 5 to

25 miles an hour in 8 1/2 seconds, top gear ability on 11% gradients, or its flying speed of 60 smooth miles per hour.

This five-seater Sport Tourer has genuine leather upholstery. Its de luxe equipment is complete from nicked bumpers, front and rear, to four-wheel braking and balloon tyres. All included without extra cost! Only Studebaker volume makes possible such value.

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Series E Model 30 5-seater De-Luxe Touring
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Series E Model 30 5-seater Standard Sedan
Series E Model 30 5-seater De-Luxe Sedan

Our first shipment of these 1928 Model Oldsmobile Touring Cars is due to arrive on September 18. This shipment has all been sold. Our second shipment of the Touring Cars is due to arrive on October 2nd. Most of the second shipment has also been sold. Orders will be filled strictly in rotation.

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SECRET R.A.F. RACE PLANS.

300 Miles an Hour
Seaplanes.

Under conditions of the deepest secrecy the Royal Air Force is making elaborate preparations for its first attempt to win for Great Britain the Schneider Trophy Race for seaplanes—the most important international air race of the year—which is to be flown off the Lido, Venice, at the end of next month.

This race, in which the aeroplanes will probably reach the staggering speed of 300 miles an hour, will, it is expected, be contested only by the British team and a team entered by the Italian Royal Air Force, and will be remarkable for the fact that it will be a sporting event in which two Governments are taking part. The United States have entered machines, but it is thought that they will not compete.

There is the most intense rivalry between Italy and Britain, and the two Governments are making every effort to keep their plans secret from each other. The race was won last year by Italy at a speed of 246 miles an hour.

The British seaplane bases are at Calshot, in Southampton Water, and Felixstowe, Suffolk, where the tests have been carried out. The seaplanes have been designed by the best aircraft designers of this country. Five of the best seaplane pilots of the Royal Air Force have been selected to fly the machines and are already in training for the event.

Three types of aircraft have been built to the order of the Air Ministry—the Supermarine Napier S. 5, the Gloster-Napier IV, and the Short-Bristol "Crusader." Six machines are being sent to the Lido, but they will be of these three types only.

The pilots are: Squadron-Leader L. H. Slater, D.S.C., D.F.C., Flight-Lieut. S. M. Kinkaid, D.S.O., D.S.C., D.F.C., Flight-Lieut. S. N. Webster, A.F.C., Flight-Lieut. O. E. Worsley, and Flying-Officer H. M. Schofield.

The distance is 188.86 sea miles, and the course is a triangular one with two extremely sharp turns. An aircraft carrier and four destroyers of the British Navy will be present at the race.

THE GRAND PRIX D'ENDURANCE.

Bentley Wins Sensational Race.

(Special Report.)

Grand Prix D'endurance—A Thrilling Race.

The Grand Prix d'Endurance run at Le Mans (France) in June this year resulted in a signal triumph for Great Britain. The only British firm to compete on this occasion was the Bentley Motors, Ltd., who entered a team of three, and won the race with their No. 3 car, after it had been badly damaged in a collision which knocked out, among others, the other two members of the British team.

The track at Le Mans is about 10 1/2 miles round, and No. 1 Bentley, driven by Clement and Callingham, had been going so well that in the first 50 miles it had lapped 11 out of the 22 starters. In the first two hours this car had covered 140.9 miles, thus beating last year's record by nearly 9 miles; while it traversed one of the early rounds at the rate of over 73 m.p.h.

The accident which was responsible for putting several machines out of the race is so vividly described by the "Autocar" (a member of the staff of which journal was one of two drivers of the winning car) that we make no apologies for quoting passages from that account.

It should be noted, in reading the following, that the Schneider which was the first car to come to grief, was not Bentleys; and as we understand the account had in fact, been twice lapped by the No. 1 Bentley.

The Race Vividly Described.

Night settled on the scene; the long line of pits became gaily illuminated; the restaurant was peopled with hungry and animated guests, when the rumour spread that there had been a terrible collision between two of the Bentleys. Dame Rumour was not quite unreliable, for there had occurred at 9.30 on that Saturday evening one of the most sensational accidents ever recorded in connexion with the history of road racing. Even those most closely connected with the incident are somewhat at variance in their reports, but so far as can be gathered the *metee* happened as follows.

On the grand stand stretch soon after the Arnage turn, No. 11, Th. Schneider, driven by Tabourin, in taking an easy left-hand bend struck and carried away a wall on the left-hand side of the road, over a length of about twenty yards, and came to stop across the road at the beginning of the bend. Before the people in the little farm had time to rush out, Callingham roared down the road at 85 to 90 m.p.h., suddenly to find the wall gone on the left-hand side and a disabled car right across his track.

In a flash Callingham decided that safety lay in the ditch on the right-hand side of the road. Missing the Th. Schneider, No. 1 Bentley crashed violently into the muddy ditch, throwing Callingham into the middle of the highway, where he suffered superficial injuries to his leg. Right behind came No. 9, Faste, driven by Thellusson who, after violent braking and much skidding, managed to get past the wrecked Th. Schneider and came to a stop on the left-hand side of the road, beyond No. 1 Bentley, and facing in the wrong direction.

"Before I had time to realise what had happened to me," said Thellusson, "I heard a tremendous crash." No. 2 Bentley, driven by George Duller, had come round the bend to find the road blocked. Safety appeared to lie in the ditch, but this position was occupied by No. 1 Bentley and Duller's car struck the disabled machine with such violence that it threw it out of the ditch on to the road and buried itself in its place. At the moment of im-

pact Duller took a flying leap, cleared his car, and landed in the field on the right-hand side of the road. Events were moving with lightning rapidity. Davis on No. 3 Bentley was bearing down on the mass of wreckage. Loose stones on the road just before the bend gave him a vague warning that something was amiss, and flimsy as was this indication he instinctively stood on his brakes and went into the turn at reduced speed, without, however, being able to avoid striking the tail of No. 1 Bentley car. In the impact he smashed a wheel, doubled up the right front mudguard, and reduced the right-hand headlight to a mass of crumpled metal.

Pandemonium reigned. Davis and Duller rushed around convinced that Callingham was under the wreckage of No. 1 Bentley, but Callingham had rushed down the road with the idea of giving warning to those who were immediately behind.

This rapid and dramatic incident had deprived the Bentley team of two of its cars and had left No. 3 with a broken wheel, a flattened headlight, and a mudguard pointing skywards. As soon as he had realised that his companions were safe, Davis moved off, and after the reports had been presented the jury ruled that he should be allowed to take another wheel to replace the one lost in the crash. Marvellous to relate, the only personal injury was that which befel Tabourin, who was taken to the hospital with a dislocated shoulder and two broken ribs.

No. 4 Aries was in no way involved in this sensational incident, and when, near midnight, Davis turned the Bentley over to Dr. Benjafield it was with the serious handicap of half-a-dozen laps lost, a bent front axle which made it difficult to know whether the car would steer normally or would have to be hauled round the bends by main force, and a lighting system reduced by half.

The British Car Wears Down Its Rival.

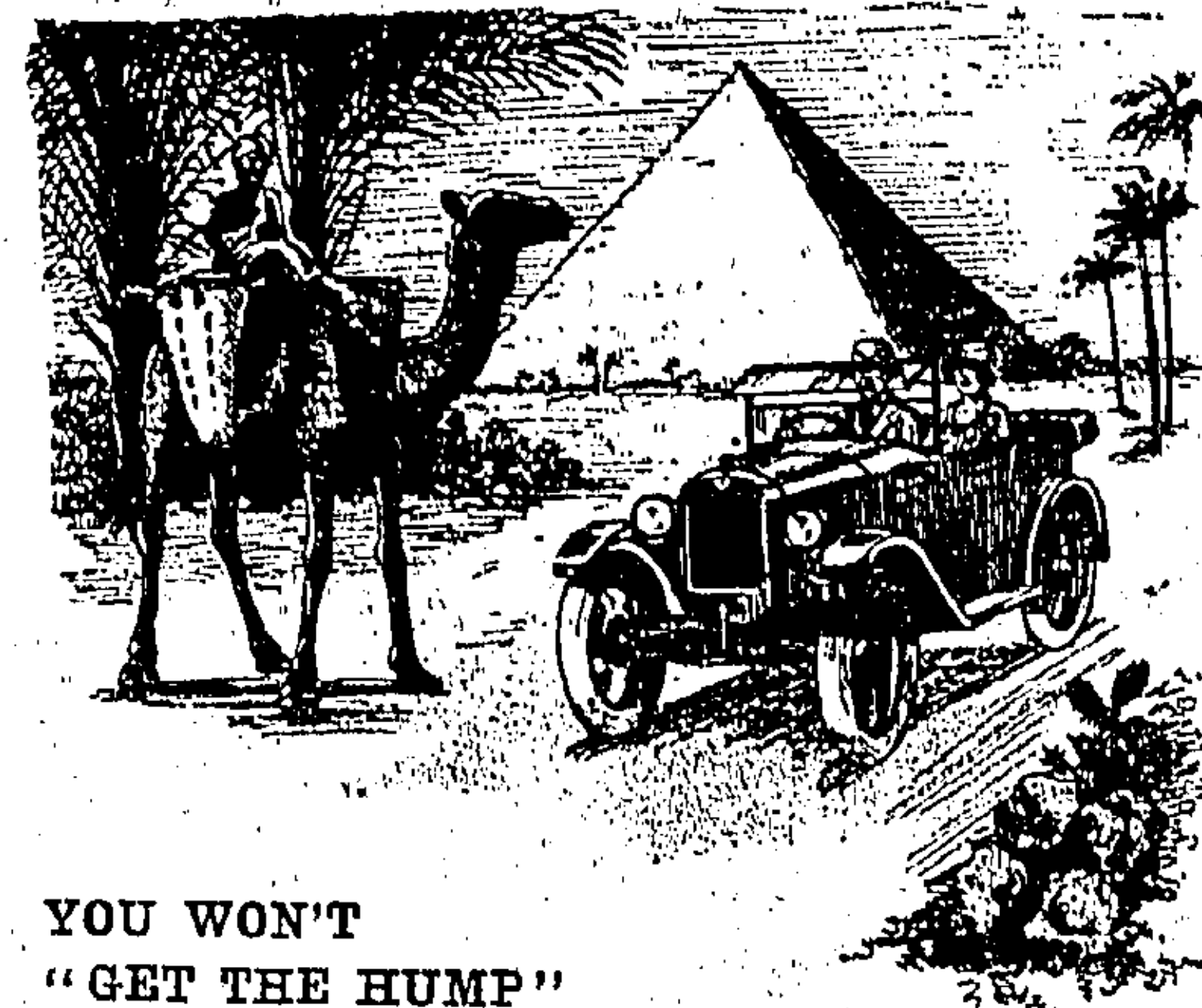
At eleven o'clock on Sunday morning it was considered that the race was won, for the Aries had a lead of four laps, or about 43 miles, over the Bentley, and the next nearest cars were the Salmons, almost twenty laps behind. But at two o'clock, only two hours before the end, excitement became intense, as the Bentley closed up to 3 min. 47 seconds of the Aries.

Chassagne's Last Effort.

The danger signal was hung from the Aries stand, and in response Chassagne gained 27 seconds in one lap on the Bentley. Little by little the French car drew away from its British rival until it had the advantage of 7 min. 19 sec., and had covered a distance of over 1,300 miles in twenty hours. Then the Aries slowed down, No. 3 Bentley took the lead for the first time during the twenty-third hour, and after another round the squat, flat, blue French car failed to reappear.

According to a statement made by the Aries people, the fast driving necessary to get away from the Bentley had caused a breakage of the vertical shaft driving the overhead camshaft. Thus a very pluckily sustained effort came to an end and victory became assured to England.

For the last hour the Bentley led the race in its own hands, for after the Aries had gone the remaining seven were really negligible quantities. A quarter of an hour before the end Benjafield pulled in and turned the car over to Davis, who brought the Bentley across the line with a total distance of 1,472.66 miles to its credit.



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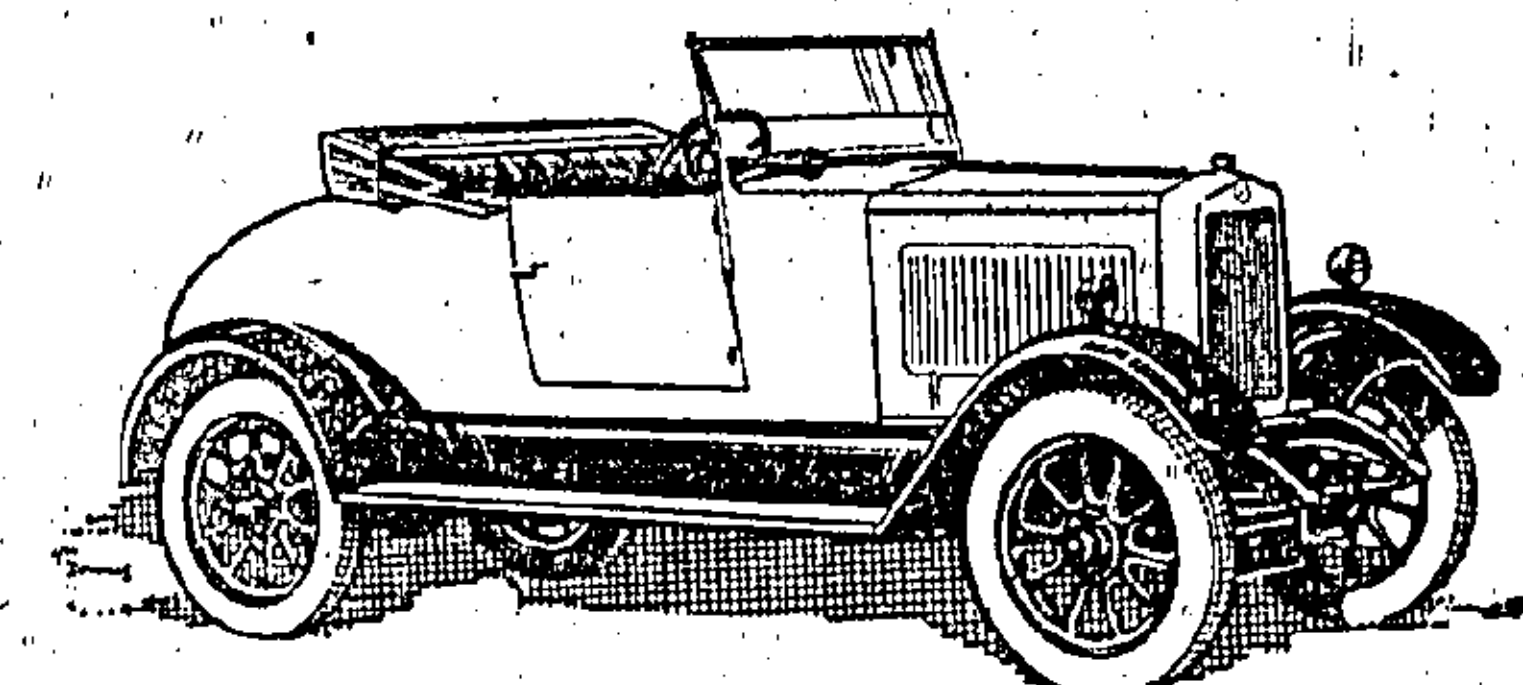
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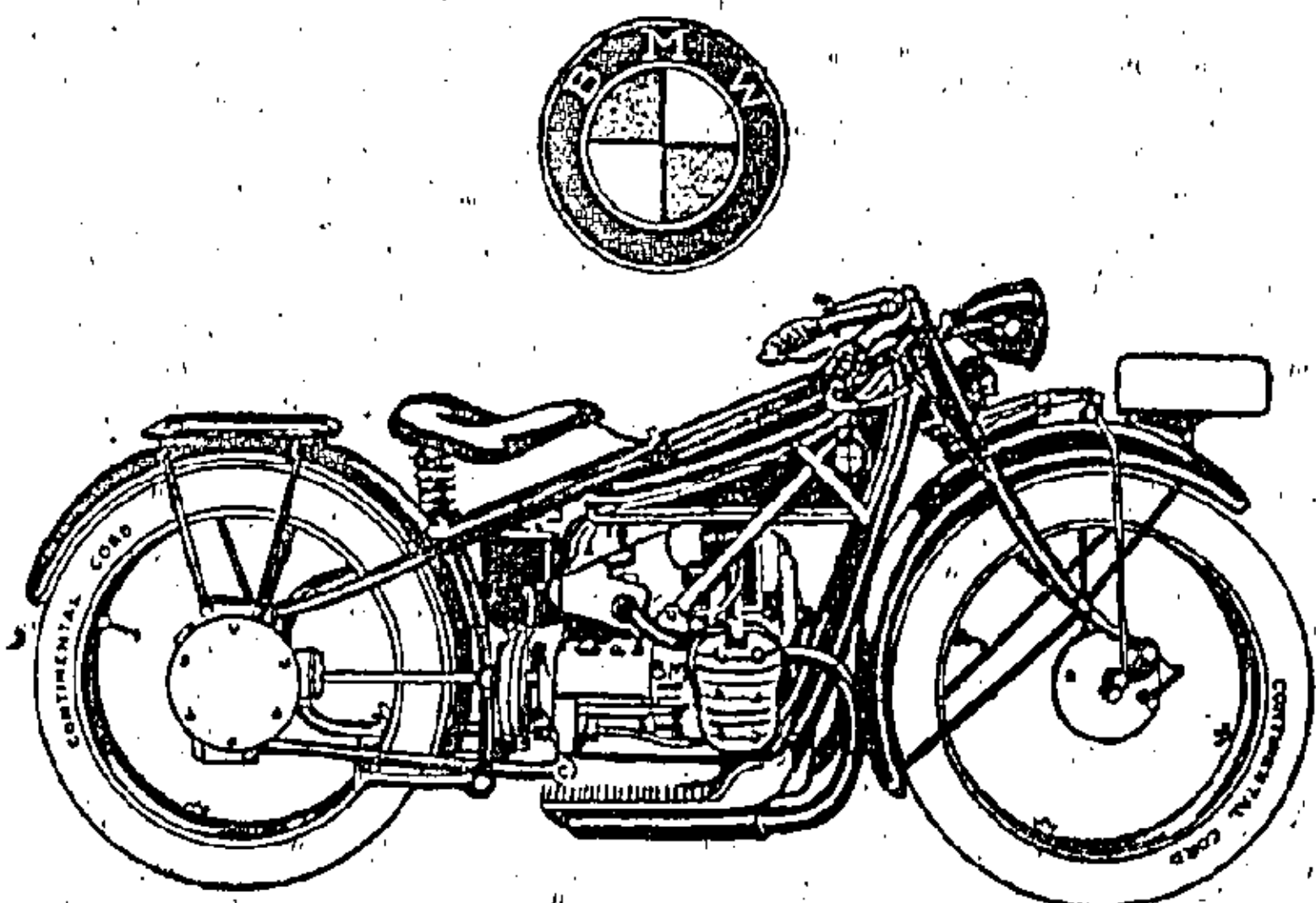
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OPENING IN ENGLAND.

Goodyear Tyre Plant.

Another evidence of leadership in the tyre industry is the announcement of the Goodyear Tyre and Rubber Company that it will open a new tyre manufacturing plant in Wolverhampton, England. Announcement of the new English plant has been made by President P. W. Litchfield, who explained that the duty imposed on American tyres imported into England is largely responsible for the decision to manufacture tyres in that country.

The factory is a strictly modern one-story structure, more than 1,000 feet long, with widths varying from 75 to 300 feet, and is well designed for adaptation as a tyre factory. Wolverhampton has a population of 130,000, and is 160 miles from Birmingham, the centre of the English industrial district.

Tyre building machinery and equipment will be shipped promptly from the parent plant at Akron, and

the factory will be in production by the end of the year. A number of Akron engineers and production men will supervise installations of machinery and start operations.

Several officials of the company have for several months been making a survey of sales, financial, and industrial conditions in England. They spent the greater part of June in the British Isles checking over various factory propositions and financial arrangements, and Goodyear directors authorized going ahead with the project the latter part of June.

The plant will be the sixth tyre production unit of Goodyear. The company has two plants at Akron, one in Los Angeles, one in Canada, and another under construction in Australia, to be completed by October 1.

In addition, Goodyear manufactures a major portion of its tyre fabric at five of its own mills located at St. Hyacinthe, Quebec; New Bedford, Mass.; Clearwater, Ga.; Goodyear, Conn.; and Los Angeles. A part of its fabric cotton comes from the company's own 40,000 acre plantation near Phoenix, Arizona.

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

ROAD SURFACE AND FUEL CONSUMPTION.

The Subject of Gasoline Economy is continually dwelt upon in these columns, not only because it is an important item in the expense account of every motorist, but because of its great significance in the conservation of the world's petroleum resources. All known means of making motor-car engines and transmission devices produce and convey the most power with the least expenditure of fuel have been repeatedly referred to. But there is another side of the gasoline economy problem, which has not been touched upon in these articles, viz.: Economy in the use of the power delivered to the wheels of the car, which is determined largely by the nature of the road surfaces over which the car is operated. The power required to roll car wheels over an uneven, yielding and loose topped road is very high because of the energy which the road materials themselves absorb and waste, as they are distorted, ground together and moved aside. On a soft road, in which tires sink somewhat, the wheels are continuously climbing a grade as they roll out of the depressions which the load has caused them to make in the yielding material. On an uneven road, energy absorbed in lifting the load over them is irrevocably lost in pounding the road as it comes down. On the other hand, when wheels roll over a rigid, even road, very little power is absorbed by it, as its surface is not deformed perceptibly, there is no movement of the road material upon itself, no depressions are formed out of which the wheels must climb and the car moves along without energy-wasting jolts. Absolute rigidity and smoothness are not practically obtainable in road surfaces, but the more nearly these qualities are realized, the less is the proportion of engine power wasted in work done by the tyres on the road, the more efficient the car becomes and the less is the consumption of fuel per mile traveled. Poor roads are condemned by most people on account of the discomfort which their bumpy surfaces causes but every one should realize that they are

also robbing their users of a considerable part of the gasoline they have bought and paid for.

Seeking Fuel Economy.

Question: How can I tell whether or not my car is running as it is capable of doing?

Answer: By trying a slightly leaner adjustment of the carburetor. If the engine still runs satisfactorily on this weaker mixture, it is evident that it was not previously operating quite as economically as possible and perhaps the mixture can be set even slightly weaker yet and still give satisfactory results and even higher economy; but if upon adjusting the carburetor leaner, the engine shows marked loss of power the mixture was already as economical as practicable. Of course, if the cylinders of your engine are not reasonably gas-tight, if the ignition is not rightly timed or if any part of the car lacks lubrication, you will never achieve the highest fuel economy obtainable from your car, no matter how careful you are to avoid using an over-rich fuel mixture.

Anti-Shimmy Devices.

Question: My car shimmies badly at times although everything has been done to stop it that the service station people can suggest. Is there any attachment that can be put on that will solve my problem or can you make any other suggestions?

Answer: You better write the service department of the company that built your car, at its factory at—describing your difficulty clearly and stating the model and serial number of your car. They may have fuller information than has your service station as to remedies. There are anti-shimmy devices on the market, consisting of means for checking the sudden unintended motions of the steering mechanism that constitute shimmying, while not interfering with the slower motions required to guide the car, and it might be worth while to investigate these.

REVOLUTIONARY.

Diesel Engines for Cars.

AUSTRALIAN DESIGN.

It is possible to build a motor car engine which has neither carburettor, ignition system nor gear-box?

It is, or rather it very soon will be, according to Mr. G. W. Grayson, C.E., A.M.I.E., an Australian engineer who has designed and built an improved Diesel engine which he states, will power cars and commercial vehicles.

The Grayson-Diesel needs no carburettor because it burns crude oil which is pumped into it; it needs no ignition system because compressed air carries out that task, and the gear-box will be eliminated because of the enormous flexibility of the engine and its great power range.

A one-cylinder engine of this inventor's design has been fitted into a four ton lorry and proved that its principles were right, but now a three cylinder engine—the ideal Diesel type—has been constructed by Williams, Adams and Co., for Mr. Grayson, and can be seen working on a bench at the factory in Alexandria.

With a bore of only 5 inches and a stroke of 6½ inches, this engine develops 100 horsepower at 1,000 revolutions, an extraordinary power output for such a small motor.

Prominent engineers who have tested the engine are unanimous in their praise of the accomplishment, which is due to seven distinct patented improvements on the Diesel principle, improvements which are claimed to bring the Diesel into new fields of use.

Cheaper to Build.

Its constructional cost is only about two-thirds of that of a petrol engine, due to fewer component parts and the absence of carburettor, ignition and gear-box. Saving in running cost, of course, is the difference between the cost of crude oil and petrol, which is the difference between 5d. and 2s. a gallon.

Fundamental difference made in the operation of Diesel engines by Mr. Grayson's patents is that they can now be made sufficiently small

to be built into a small car, and yet supply power enough to drive a big one without gearing.

On its bench running, the new Grayson motor proves this last point by smoothly picking up a heavy load on its direct drive as soon as the clutch is engaged, and revving up immediately its fuel pump increases the charge.

Cheaper and more efficient transportation in the future is not the only claim made for the Diesel engine. The company which controls the patent rights intends to build marine engines of all sizes, and stationary plants for industrial purposes.

Main interest of most people will centre on its application to motor transportation. The world's cheapest and most economical car may yet be a purely Australian invention.

ACCIDENTS INCREASE.

During 1926 there were 4,886 fatal accidents and 133,888 non-fatal accidents, in Great Britain. In 1925 there were 3,971 fatal and 111,502 non-fatalities.

RULES OF THE ROAD IGNORED.

"90% of Accidents Are Avoidable."

R.A.C. INDICTMENT.

That 90 per cent. of the motor- ing accidents in the last few weeks were avoidable is the disquieting conclusion reached by the Royal Automobile Club after examining reports received from its road guides. Charges of careless and selfish driving are made in a remarkable document which the R. A. C. will publish.

From what I hear (writes a correspondent of the *Daily News*), it is being compiled from a scrutiny of the reports of road guides on the accidents in the last few weeks. Carelessness, selfishness, and impatience of road users are stated to be the causes. Drivers of light cars figure prominently in the charge.

The principal indictment is that had the ordinary driving rules and courtesy customs been observed, at least nine out of every ten accidents would not have taken place.

When it is remembered that the cases dealt with in the report of the R. A. C. guides represent probably not more than one out of 50 accidents which occur each week-end, the position must be regarded as serious.

The chief causes of the accidents (a large percentage of a minor kind) were, I gather:—

Trying to steal an advantage on straight roads by cutting in with another vehicle oncoming at a high speed, misjudged by the "cutter in."

Ignoring the dangers of hill crests, which are actually blind corners.

Taking corners too wide and usurping more than a fair share of the road.

Ignoring the signals of other drivers, to save the trouble of slowing down.

Not giving undivided attention to the driving of the car.

Indifference to palpably dangerous road conditions ahead.

A complete lack of a spirit of "give and take."

In few cases was the cause of the accident high speed.

Safe driving can be obtained by:—

Taking corners on your right side.

Keeping well within the left of the white line.

Sounding your horn at corners and elsewhere, but not assuming that it is heard.

Regulating your speed so as to be able to pull up at corners and junctions if the course is not clear.

Avoiding cutting in and out of traffic, for it is most difficult to judge the speed of cars being overtaken and oncoming, and it is the height of selfishness to force traffic going in either direction to decelerate violently to save you.

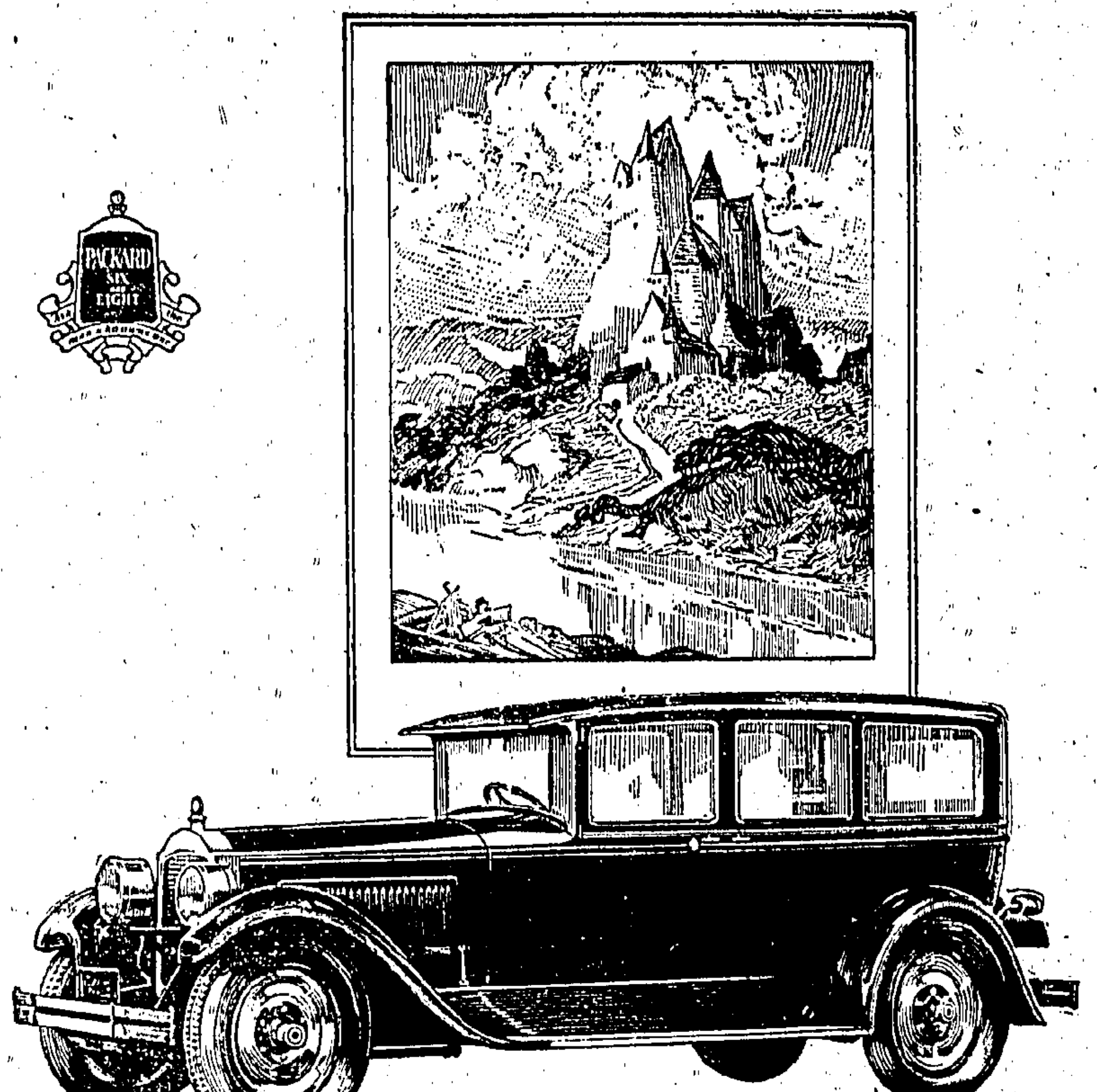
Giving a right of way to the faster car when asked courteously, and not getting angry that a man should have the audacity to want to pass you although you are doing 30 miles an hour. He is not insulting you; but probably has need for more speed.

Overtaking only with caution, and never at corners, bends, cross-roads, road junctions, arched bridges, or anywhere without the absolute knowledge that the road is clear.

Remembering always that main road traffic has not the right of way over other traffic.

SMOKING IS BANNED.

Smoking is taboo in all national forests of California, except those in the High Sierra region and above 7,500 feet altitude. Smoking also is permitted in improved camps and places of habitation.



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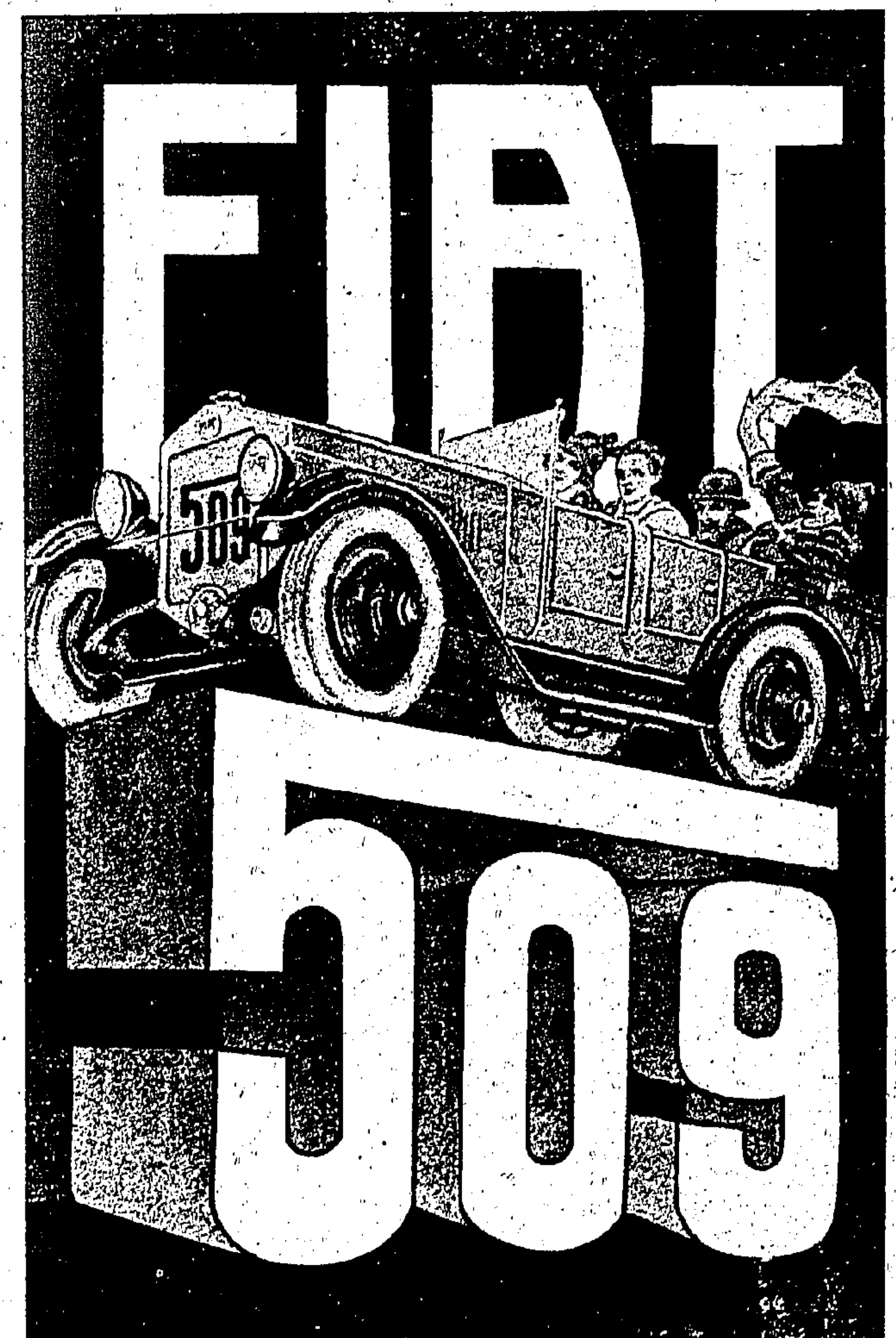
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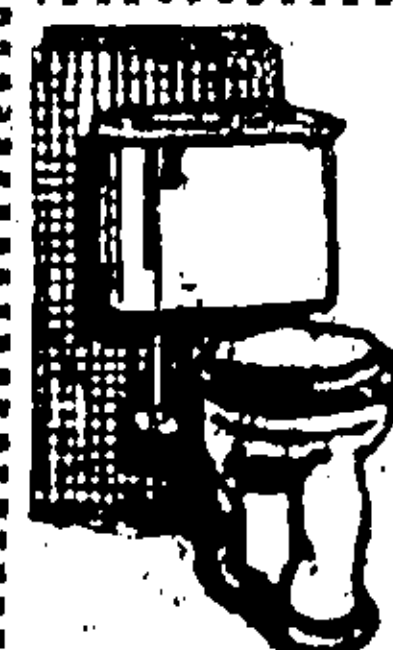
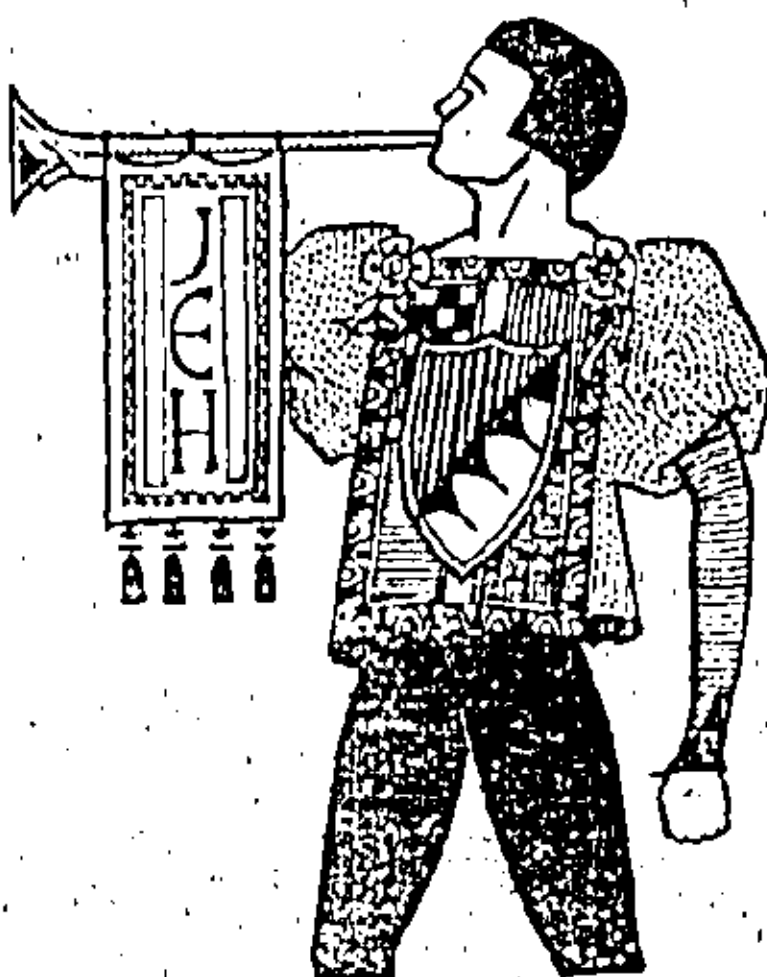
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JUSTICE IN MODERN FRANCE.

THE SENTIMENTAL
JURY PROBLEM.

MISSING PRISONERS.

Paris, Aug. 7.

It is a rather grave symptom that the confidence of the French people in the administration of justice is shaken in several directions.

There is a lack of confidence in the jury system. The case with which an emotional advocate can persuade a jury to acquit a murderer if only the excuse of passion can be pleaded continues to be the subject of various kinds of comment. The other day Henry Bordeaux, of the Academie Française, wrote an article in the *Echo de Paris* in which he suggested that much of this trouble has arisen since the law of 1884 made divorce possible in France and loosened the bonds with which a more severe Catholic morality surrounded the sexual relation. It may be stated in parenthesis that divorces between Americans in Paris have become so numerous that from next October onwards a special section of the French Courts, under the presidency of M. Rieul Paisant, will be devoted exclusively to their hearing.

M. Bordeaux frankly regrets the passage of the divorce law from the point of view of the children and the future of the race. He also argues that it has led to the increase rather than the diminution of murderous attacks of jealous wives, husbands, mistresses, and lovers upon those who have been unfaithful to them and upon those who have shared the infidelity. The removal of all moral and religious sanction has left the instincts uncontrolled, and the sentimentality of juries, guided by no moral or religious standard, has yielded to every appeal to unreasoning pity. It is false, he declares, to say that civilisation alone conduces to the repression of the natural instincts. On the contrary, it develops the appetites in the same measure as material prosperity makes it more easy to satisfy them.

No Summing Up.

For this state of things several practical remedies have been suggested. The summing up by the judge, which in England to some extent limits the sentimental proclivities of juries, does not exist in France, and the last words which the jury hears before retiring are those of the advocate for the defence. The assimilation of French to British practice in this matter is one of the possible remedies. Another is to give a jury, which hesitates to condemn to death, the power to inflict a lighter sentence, short of actual acquittal.

The sentimentality of juries is not, however, the only trouble. The sensational escape of M. Leon Daudet and his two companions is not the only recent example of the case with which the administration of French prisons can be hoaxed, or of its laxity when it is not hoaxed. Newspaper readers remember stories of the way in which the prisoners at Versailles went into town to take their aperitif at a cafe, and similar incidents at other places. The other day there was a case at the 13me Chambre Correctionnelle which had to be postponed twice over because one of the prisoners, nominally detained at the Sante, could not be found.

Facilities for Swindler.

So much for criminal justice. It can hardly be said that the position is better in civil cases. It is difficult indeed for an honest man to secure the protection of the law against a swindler. It would perhaps be more true to say that it is very easy for a swindler to make use of the formalities and delays of the law to prevent an honest man from obtaining justice against him. I myself know of a case of an honest trader not only failing to obtain redress, but finding himself accused of fraud by a man who had swindled him in a way so obvious that doubt seemed hardly possible; but the recent case of M. Francois Coty, the millionaire proprietor of the "Figaro," is eloquent enough. In his position, one would have thought, it should not be difficult to obtain rapid justice. It has, however, taken him more than ten years to put an end to an obviously fraudulent proceeding.

M. Francois Coty is the proprietor of the world-famous brand of perfumes. A certain Ernest Coty, whose name, rather than his face, was his fortune, found a capitalist in Turkey was ready to supply perfumes, and finance the sales for an Ernest Coty brand of scent, with the surname in large and the Christian name in very small letters of the man who had never dealt in scent until he suddenly discovered the commercial value of his name. He even established a branch in the United States; but American justice in this case was more rapid than French, and M. Francois Coty was able, in little more than a month, to put an end to the fraudulent activities of his competitor.

He has at last succeeded in doing the same in France, but it has taken him ten years.

GASSED WIFE AND DAUGHTERS.

HUSBAND ON SUDDEN
"BRAINWAVE."

A theory that the tragedy was the result of "a sudden brainwave or sudden impulse" on the part of his wife was put forward by the husband at the inquest recently on Mrs. Anne Newman, 44, and her daughters, Janet Mary Newman, 19, and Frances Edna Newman, 16, who were found gassed in their bedroom at Malden-road, Kentish Town, N.W.

Mr. Thomas Alexander Newman, the husband, who carries on a haberdashery and toy shop in Malden-road, said he had been married 21 years. The younger girl was at school and the other was a shorthand typist. Both were happy, healthy girls.

"I went away to Clacton on July 30," he said. "I was going to return on August 6. My first intimation of the tragedy was a newspaper placard."

The Coroner (Mr. Danford Thomas): "What is your opinion?—That it was a sudden brainwave or impulse on the part of my wife."

To end her life?—I can only take it as that. I had very nice letters from her.

What about the daughters?—All I can say is they were the essence of happiness.

When you suggest a brainwave, do you mean to say that your wife was not of sound mind?—I don't think she could have been at the time. When I went away she was perfectly happy. It must have been something sudden. She never suggested it to me in any shape or form.

Mother On the Floor.

Miss Gertrude Wilkins, a nurse who lived with the Newmans, said: "Mrs. Newman and her daughters on Thursday night went to see 'Princess Charm-ling.' The three came to from the theatre just after midnight and Mrs. Newman said, 'We have had a lovely time, but oh! I am tired.'"

"When Mr. Newman was away the mother and daughters slept in the same bed. They were real chums together, and it was a nice and delightful family."

Describing how she discovered the tragedy on the following morning, Miss Wilkins said:

The bedroom was full of escaping gas. Mrs. Newman was on the floor with her feet against the door. I turned the gas off at the bracket. There was no tube to the gas stove, and I don't know whether I turned that off. The electric light globe was burning.

Miss Wilkins said that Janet was lying as if asleep and the younger girl was "nestled down in bed with her hands together on her cheek." The windows were open four inches from the top.

The coroner questioned Miss Wilkins regarding an occasion last year when Mrs. Newman and her daughters narrowly escaped being gassed in the same room. Miss Wilkins said that Janet then said to her, "I got up to get a cup of tea, and becoming very tired, I went back to bed while the kettle was boiling."

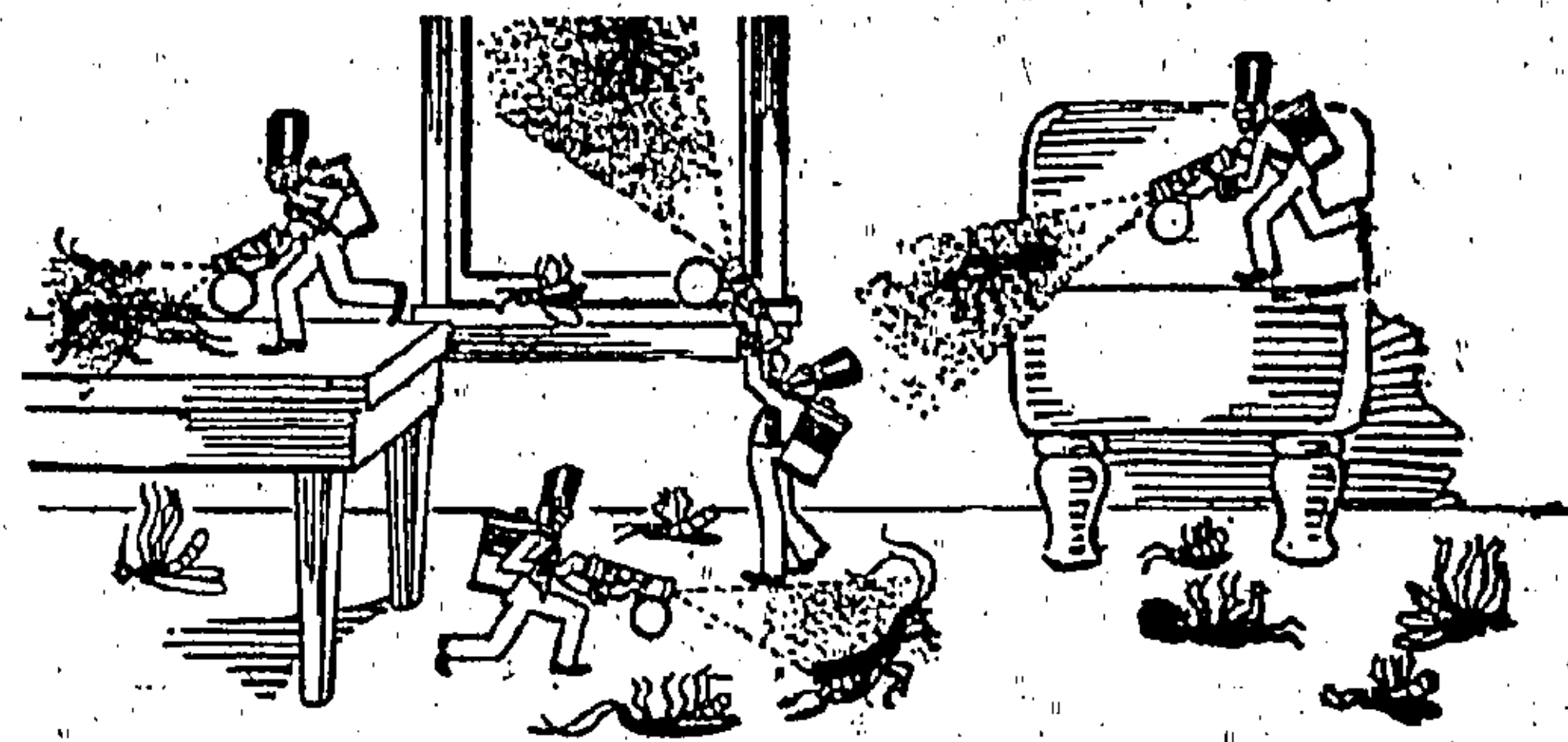
Dr. F. Pelly said there was a bruise on Mrs. Newman's right elbow, caused shortly before death, probably the result of her falling. He thought that she fell while attempting to get to the door. She might have tripped over the gas tubing and disconnected it. There was not the careful preparation usually made in cases of suicide by coal-gas poisoning.

P.C. King said that last year, when the mother and daughters suffered from an escape of gas, they lay for 38 hours with the window shut and gas escaping slightly from the ring.

The coroner recalled the husband and said to him: "You have now heard all the evidence, lasting over two hours. Now what is your opinion about all this?"

Mr. Newman: I hardly know what opinion to form. All I can say is that I left her perfectly normal.

He added: "There are signs of insanity in my wife's family. One of her sisters took her own life." The jury returned a verdict of Death by Misadventure.



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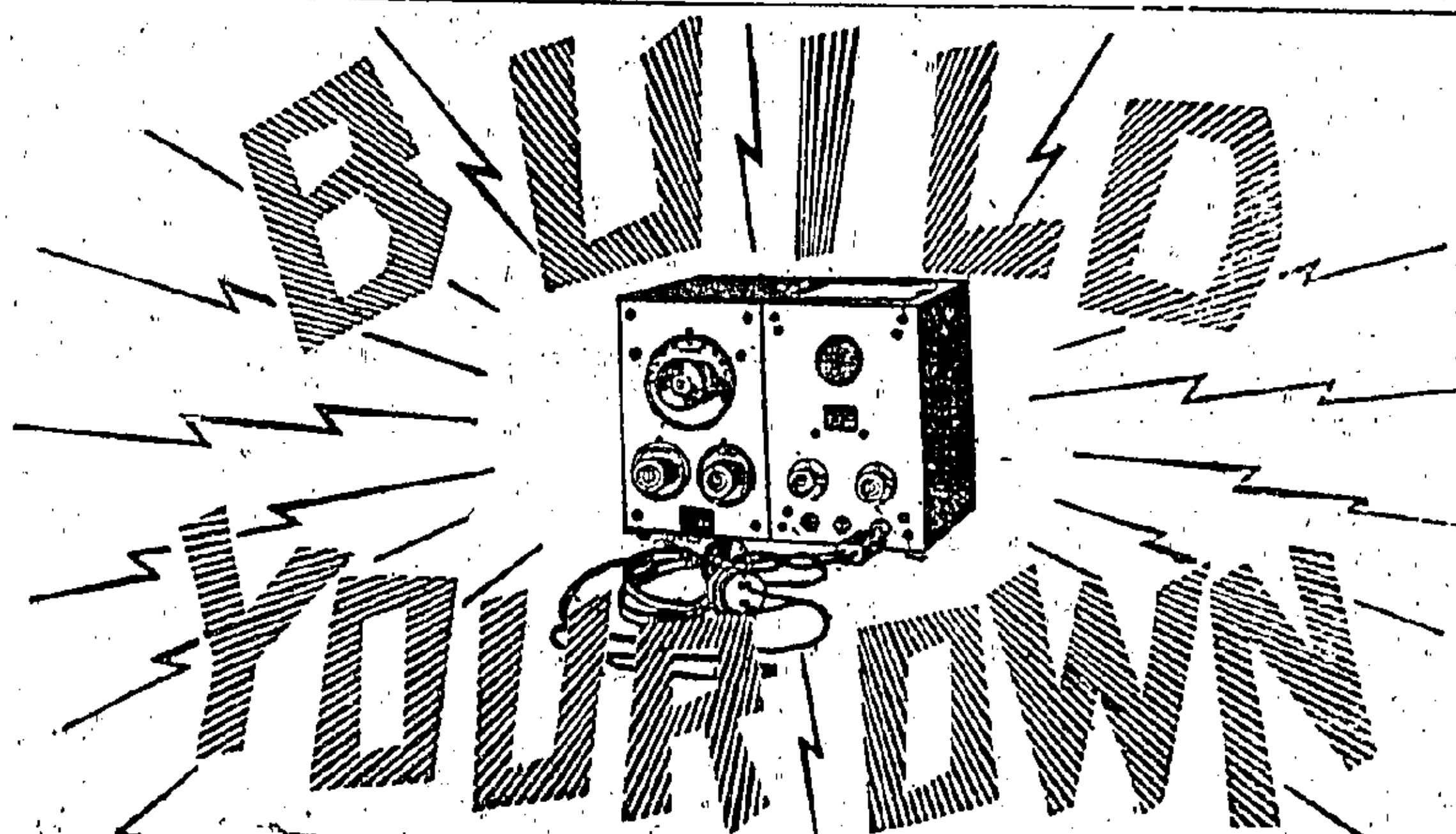
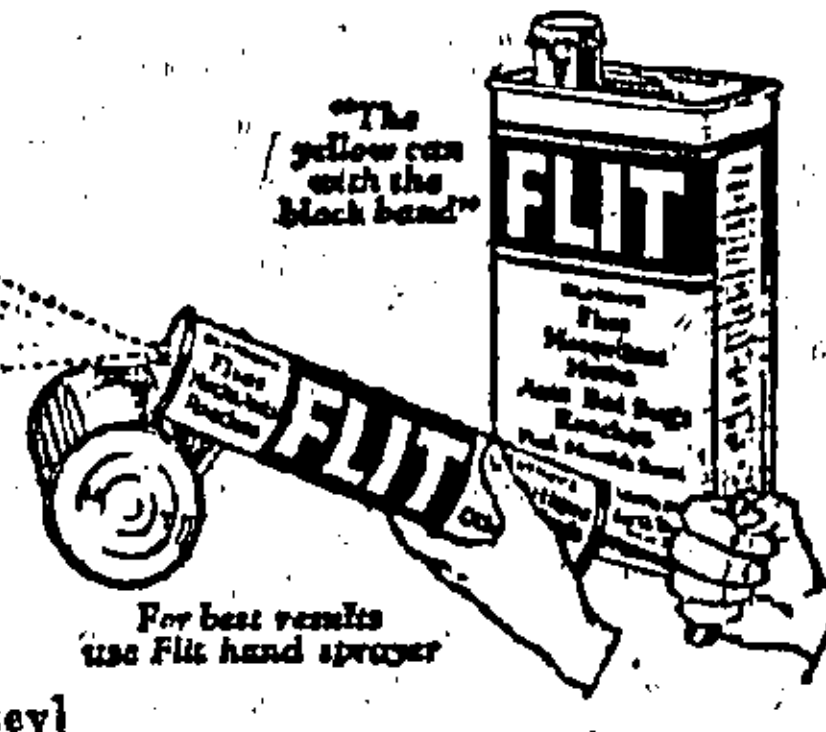
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IN CANTON FROM DAY TO DAY.

PROMINENT MERCHANT TO PAY LEVY.

A BATTLE WITH REBELS.

(Our Own Correspondent.)

Canton, Sept. 16. It is expected that Mr. Tam Tachoo, chairman of the Canton Merchants' Association, and concurrently chief manager of the Canton Water-Works Company, will soon be released by the police authorities. He was arrested several days ago because he failed to pay \$180,000 to the Government towards the loan. Mr. Tam was also charged with urging other merchants not to contribute anything.

As chairman of the Canton Merchants' Association, he resisted the luxury taxes. That organization was formed by radical merchants whose activities were disapproved of by the Government, and it will be dissolved.

In a petition to the Government, Mr. Tam says that the Water-Works Company has incurred large expenses in laying pipes in the new roads, and therefore has no available funds to meet the heavy levy.

He will be released upon agreeing to pay \$30,000 cash, and \$10,000 per month for six months. The balance is to be paid by mortgage of the company's assets to the Central Bank.

Following the arrest of Mr. Tam, many other merchants are making a serious effort to pay their share.

The Whampoa Commander.

General Fong Ting-yung, dean of the Whampoa Military Academy, has been promoted to be the Commander of the Thirtieth Regiment, so that he will command more troops in Kwangtung. Being an ardent supporter of ex-Marshall Chiang Kai-shek, General Fong has left for Fung Fui, Chekiang, to see his former chief concerning military matters.

Meanwhile, he has opened an office in the city for the purpose of recruiting more troops in view of the threatened invasion from Fokien and Kiangsi. General Fong is the commandant of all Whampoa cadets, who are the best disciplined troops in Canton.

A Border Clash.

The troops under General Chin Ta-kwan have had a sharp engagement with the Red forces of General Yip Ting and Ho Lung on the Kwangtung-Kwangsi-Fukien border, according to information from military circles. General Chin's soldiers were somewhat inferior in number, and were about to retreat when Kwangsi reinforcements arrived.

Fighting continued for two days, and at one time the troops were engaged near Swatow.

The Canton forces were successful in repelling the enemy, and driving them into Fokien, although the former suffered heavy casualties.

From the same source, it is learned that General Yip Ting will not invade Kwangtung again for the present, as the East River districts are strongly guarded by Canton soldiers. The rebels are now attempting to find a base in Fokien, to give the troops a short rest before again troubling Kwangtung.

GREAT BALL.

SUPERB SCENE IN BARRIE FILM.

The film version of Sir James Barrie's famous story "A Kiss For Cinderella" will be screened at the Queen's Theatre for the last time to-day. Few pictures have required such care in the casting, especially for the ballroom scene. The task of selecting the 400 extras who appear in this spectacular episode was matter of two weeks' work on the part of the director, who personally interviewed at least 1,500 people in making his final selection. More than twenty different types had to be chosen—courtiers, London policemen, bridesmaids, coachmen, footmen, postillions, pages, chefs—in fact every sort of person who might occur to the childish imagination of Cinderella. But all the time, effort, energy and money spent in perfecting the thousand and one details of the ballroom scene are more than compensated by the finished scene which is wonderfully beautiful and delightfully amusing.

The health bulletin of Eastern ports, for the week ending September 10, contains the following cases: Plague, Bassein and Rangoon 2 each, Bombay 1; Cholera, Shanghai 20, Calcutta and Basrah 13 each, Madras 11, Tourane 10, Amoy 8, Bombay, Bangkok and Macao 1 each; Small-pox, Basrah and Sourabaya 3 each, Bombay 1.

COST OF LIVING.

HONGKONG'S SOARING PRICES.

CASE FOR AN ENQUIRY.

(Specially Contributed.)

Perhaps there is no subject of such wide interest and appeal as the growing cost of living and for that reason there were doubtless many in Hongkong pleased to note that the Hon. Mr. W. E. L. Shenton called the attention of the Government to the continual increase, during the course of his speech in the Legislative Council on Thursday. There will be many who will agree with Mr. Shenton that the Government might well give special consideration to the matter and cause a representative enquiry to be held to ascertain its causes, but the Government, in the words of the Hon. Colonial Secretary when replying, has already come to the conclusion that "the increase in the cost of living is due to causes over which the Government has no control." That is a complete washing of hands that will carry not much conviction for there are many who believe that the holding of a Commission of Enquiry into the high cost of living in Hongkong would reveal the existence of causes which could easily be influenced by Governmental action. At all events, there would be a great measure of satisfaction derived from the holding of an inquiry even if it resulted only in proving that the present high cost of living is unavoidable.

Perhaps it will come as surprising knowledge to the Government to learn that Hongkong is known to shipowners as one of the dearest ports at which to re-provision ships. The price of fresh food here is very much higher than it is in Shanghai, and the following figures, the accuracy of which can be vouched for, will prove this assertion. The figures are for wholesale quantities for ships:—

	Hongkong cts. per lb.	Shanghai cts. per lb.
Fresh beef (local)	22	16
Fresh Mutton (local)	46	25
Frozen Beef	26 (Aust.)	18 (local)
Frozen Mutton	38 (Aust.)	27 (local)
Veal	32	27
Corned Beef	40	20
Corned Pork	45	28
Bologna Sausage	55	45
Tripe	25	12
Sheep's Liver	32	25
Calf's liver	40	22
Bacon	70	45
Ducks (dressed)	65	30
Fowls	60	26
Turkey's	1.00	50

Some of the above prices are affected by the fact that supplies are nearer to and more plentiful in Shanghai than they are here, but many of the above, butchers' commodities ought to be just as cheap here as they are in Shanghai. Why the large difference?

Retail Prices.

Let us take a few items from the published Market Prices of both ports. The figures which follow were taken from the lists published by the North China Daily News and the China Mail respectively, and they relate to official prices on August 25th. Unfortunately, prices to be actually paid in the market here in Hongkong are nearly always higher than those published in the list, and so the disparity is even greater than is shown:—

	Hongkong cts. per lb.	Shanghai cts. per lb.
Beef	24-40	20-30
Mutton	46-48	30-40
Pork	36-44	30-35
Veal	36	30-35
Cod	40	20-25
Salmon	72	30-35
Duck	45	80 to 1.20 each
Fowls	60	40-45
Carrots	15	5-7
Onions	5	3-4
Potatoes	8	3-4
Apples	30	10-15

One could very easily go on making the list longer with items which show a similar (or nearly similar) disparity in favour of Shanghai. There are many articles in which the price of the two ports does not greatly differ, but, generally speaking, Hongkong is dearer all round. And seeing that so much of the above-named produce is locally raised in both cases, one fails to understand why the difference should be so great.

House Rents.

There is not the slightest question but that house rents in Hongkong are inordinately high as compared with elsewhere, and there have been some main causes at work to bring about that state of affairs. One is the fact that the price of building has been so largely controlled by a "ring" of contractors; another is that the Government itself has sold land on

(Continued on Page 8.)

CANTON PICKETS AND CARGO SEARCHES.

AN INSTANCE OF BOYCOTT INTERFERENCE.

TRAIN-WRECKING TRIED.

(A Special Correspondent.)

Canton, Sep. 16. The Japanese boycott pickets are renewing their activities in the city. A matter of three or four days since, a British gentleman was importing a class of cargo believed by the pickets to be Japanese. Immediately the goods were discharged from the vessel into a private cargo-boat belonging to the owner of the cargo, pickets surrounded the boat and demanded that they be allowed to examine the goods, this happening before the cargo had reached the Custom House for the usual examination and payment of tariff. The foreign business man at first objected, stating that the cargo was certainly not Japanese, and the labels on the packages denoted this, but eventually realising that it would be wiser to give way, and save a lot of time, he agreed to the search. Many of the packages were then broken open and their contents strewn all over the cargo-boat, but to their chagrin the men discovered that the goods were not Japanese. After collecting samples of all the different classes of this cargo, the pickets dispersed, and the owner was permitted to proceed to Shamen.

A day or so ago, some cargo had been examined by the Customs officials, and was lying on the jetty near the examination sheds ready for removal. Japanese merchants came alongside in a motor-boat, and in a few moments had all of it on board. The pickets were within easy distance, but did not interfere. Quite a lot of Japanese cargo is finding its way into the city, but the merchants aver that it is cargo that has been in Shamen for a considerable time, certainly before the date the boycott commenced, June 1. Prior to the boycott the average value of Japanese goods imported here per month was seventeen million yen. During recent months this figure has fallen to approximately a little less than half. The usual monthly export figure runs into something like three millions.

Reports state that the Japanese Government has made a loan to its local merchants, the amount involved being two hundred thousand yen, but this is not confirmed.

Merchants Appeal in Vain.

The recent appeal, through Fung Chuk-man, the Provincial Treasurer, to the Government to return to the merchants the sum of money already subscribed by them has not met with success.

Fung promised to take this matter up, but whether he really did so has not been proved. However we have proof that the police officials are still active in collecting, or trying to collect, and many inquiries are now being made into the question of all the different business houses having properly registered themselves with the Government. This has come about, it is said, through the discovery that many well-known merchant houses in the city are not registered.

As stated recently, a number of the most prominent companies doing business here are reluctant to pay their quota, and in this connection it is reported that the head of the water supply company has been apprehended by order of the police authorities.

The gentleman is a prominent figure in business circles here, and owing to this it is said that he was prompted some time ago to address a letter to the Government, asking for fairness and compassion, on the part of a lot of the poorer merchants. This letter and even now preparations are in hand to welcome them here.

Chan Foo-muk and Kam Ngai-kwong, two officials holding prominent positions here during the Communist regime, are now reported to be at Hongkong, anxious to return and take up any office in this Government. It is said that they have intimidated their willingness to abide by the conditions and policies at present in vogue here.

"Reds" Show Activity.

Communist agents are still very active at work in this province. News is to hand that the military officials have had to declare martial law in the vicinity of Boca Tigris, a place on the river between Hongkong this port.

The reasons given for this is that a "Red" plot has been discovered to be near completion, and shortly to be put into action.

The only detail that can be gathered, however, is that it originated at the Whampoa military academy, and its ring-leaders

(Continued on Page 8.)

ANTI-PIRACY.

THE PROPOSED NEW REGULATIONS.

STRICT POLICE SEARCHING.

As promised in the new anti-piracy Bill now before the Legislative Council, the Government has drafted proposed new regulations for the suppression of piracy, and these are published in the Government Gazette circulated to-day.

As will be seen by the text, which follows, the new regulations deal more particularly with the making of effective police searches on all vessels before leaving harbour and it is provided that no vessel shall leave until it has received a police certificate that a proper search has been completed.

The proposed regulations follow:—

1 In these regulations—(1) "Ship" includes any description of vessel used in navigation in the propulsion of which use is made of any mechanical means other than oars and sails; and (2) "Vessel" includes any ship or boat, and any other description of craft used in navigation.

2 The Captain Superintendent of Police shall have power to search any vessel, and after any search to make further searches, and to detain any vessel for such purpose, and he may delegate his powers under this regulation.

3 Every vessel in the waters of the Colony shall stop when hailed by the police.

4 The owners, agents, charterers and licensees shall notify the Captain Superintendent of Police confidentially before the start of any voyage when it is expected that treasure will be carried on a ship from or through the waters of the Colony.

5 While any ship is lying alongside a wharf in the harbour of Victoria, no person shall be permitted to come on board or to bring or put on board any article or thing except cargo, on the side of the ship away from the wharf.

6 When the master of any ship in the waters of the Colony has any cause whatever to believe that any vessel may be in need of assistance in respect of a piratical attack, it shall be his duty, as far as reasonably may be, to approach such vessel as closely as possible, to stand by it, to prevent the access of pirates thereto, to assist in rescue work, to call other ships to the aid of the vessel attacked, and do all such other acts as may be necessary or advisable to assist the said vessel in repelling the attack, and after the attack, and he shall act accordingly.

7 The owner, charterer, agent or licensee of any vessel not required by or under these regulations to undergo search may apply to the Captain Superintendent of Police for police search of the vessel; the Captain Superintendent of Police may refuse to comply with any such application, or may impose conditions on which any such application will be granted; every search undertaken pursuant to this regulation shall be deemed to be an authorised search under these regulations.

8 No ship required or authorised by or under these regulations to undergo police search shall commence or attempt to commence a voyage or trip except from a place and at an hour previously notified to and approved by the Captain Superintendent of Police.

9 Subject to exemption granted under these regulations no ship shall carry or attempt to carry any passenger from the Colony or through the waters of the Colony on a voyage to or including any port or place—(1) on the Canton River; or (2) on the West River or any river or estuary in the province of Kwongtung or the province of Kwong Sai; or (3) in either of the said provinces; or (4) in Formosa; or was not well received by the Government, it is said, owing to the fact that it was couched in terms upbraiding this body and its policies.

Sun Fo to Return?

It is rumoured that Mr. Sun Fo, one time Mayor at Canton, has been appealed to to return to this city as Nationalist Treasurer, although other recent reports state that this office is to be done away with. This position is even higher than that of Mayor, and it is thought, and hoped, that Mr. Sun will agree to return.

The present whereabouts of the late National treasurer, Mr. Koo Ying-fan, are not known, but it is said that he has recently been in communication with the governing body. The actual business discussed by Mr. Koo is not disclosed, except that it has to do with the position recently held by him.

Cheung Fat-fui, one of the generals recently acquired by the Nationalists, has, it is said, gone to Shanghai, but the majority of his army are to remain in this province. General Cheung's troops were reported recently to be returning to Canton, (5) on the east coast of Asia south of Shanghai and north of Singapore, unless and until a search thereof, conducted in such manner as the Captain Superintendent of Police may direct and approve, shall have been carried out, nor

(Continued on Page 8.)

COMEDY COMPANY.

A SUCCESSFUL OPENING.

After a somewhat dull first act, relieved by the delightful battle of wits between Mrs. Cheyney (April Vivian) and Lord Arthur Dilling (R. Claude-Pascoe), the Forbes Russell Comedy Company gave an exceptional performance at the Theatre Royal last night, scoring an immediate success with their opening presentation "The Last of Mrs. Cheyney."

It may be that the male members of the Company were not so completely at their ease as their lady conferees, but little fault could be found with the acting of any of the artistes in the final act, while the enunciation was capital.

In the title role, Miss April Vivian displayed a naturalness and charm which set herself a high standard for her future parts. Never at loss from her first entrance, her performance was outstanding, Mrs. Cheyney displaying admirable restraint when there might have been every excuse for over-acting. This was where Miss Beryl Sidney failed as the ultra-modern Joan, otherwise perfect work, particularly enunciation, being marred by an over-emphasis of her infatuation for Charles (Forbes Russell) quite inconsistent with a model modern young lady.

Lord Arthur Dilling as played by Mr. R. Claude Pascoe improved with every act, and sometimes one regretted when his humorous fencing with Mrs. Cheyney was brought to an end by the action of the comedy. Lord Elton (Mr. Lynwood Roberts) was unconvinced to begin with, granted that it was an exceptionally difficult role to fill, but became the perfect fool he was supposed to be with marked effect in the finale. He promised really good work in future shows.

Mr. Forbes Russell (Charles) was sometimes indistinct, but none could cavil at his acting, while the Hon. Willie Wynton (Chas. Bradley) Lady Frinton (Miss Ninette Raymond), Mrs. Ebley (Miss Grace Ray) and Leonard S. Stephens as the footman all lent valuable contributions to the success of the diverting comedy.

The one surprise of last night's show was that the audience was not larger, especially in view of the fact that the Hongkong A.D.C. played "The Last of Mrs. Cheyney" earlier this year. The attendance was fairly good, however, and the performers suffered nothing in lack of appreciation for their efforts. The leading artistes were forced to take many curtain calls at the conclusion.

This evening, the Company is presenting "Bluebeard's Eighth Wife," a big London success.

K.

The height of women's shoe heels was discussed in an assault case at Bow-street Police Court the other day. Mr. Grobel, the defending solicitor, suggested that the prosecutrix tripped as a result of "the absurdly high" shoes she was wearing. Glancing at the woman's shoes he remarked, "I really don't know how women manage to walk with them." Sir Charles Biron, the magistrate, called the woman in front of him, and after inspecting her heels, observed, "They are not more absurd than many other women's heels."

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the Daily Express.

Answers, for those who need them, will be found on Page 16 of this issue.

- 1 How did James I. come to know of the Gunpowder Plot?
- 2 Which was the first permanent British settlement beyond the seas, and how and when was it started?
- 3 Who refused to pay ship-money, and why?
- 4 In what church, of what city, was a stool thrown at the minister's head, by whom, in what year, and for what reason?
- 5 Who said, and on what occasion, "Put not your trust in princes?"
- 6 What was the nearest place to London that Charles I. reached in the Civil Wars, and why did he retreat?
- 7 In what place was Charles I. tried, where was he executed, and where buried?
- 8 Who said and when: "Take away that bauble! What was the bauble?"
- 9 Why did Charles II. apologise on his deathbed?
- 10 Who, on what occasion, dropped the Great Seal into what river?
- 11 What famous massacre occurred in the Highlands in William III.'s reign, and what two clans were concerned?
- 12 Where is Blenheim, and what was the result of Marlborough's victory there in 1704?

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THE "MAXIMO" TOWEL.

A line of towels that we can give no higher recommendation than that we have made them a Standard Value.

Ideal for everyday use. Very special quality, thick Egyptian cotton, Fawn and White stripes. Very absorbent, with fringed ends. Size 28 by 50.

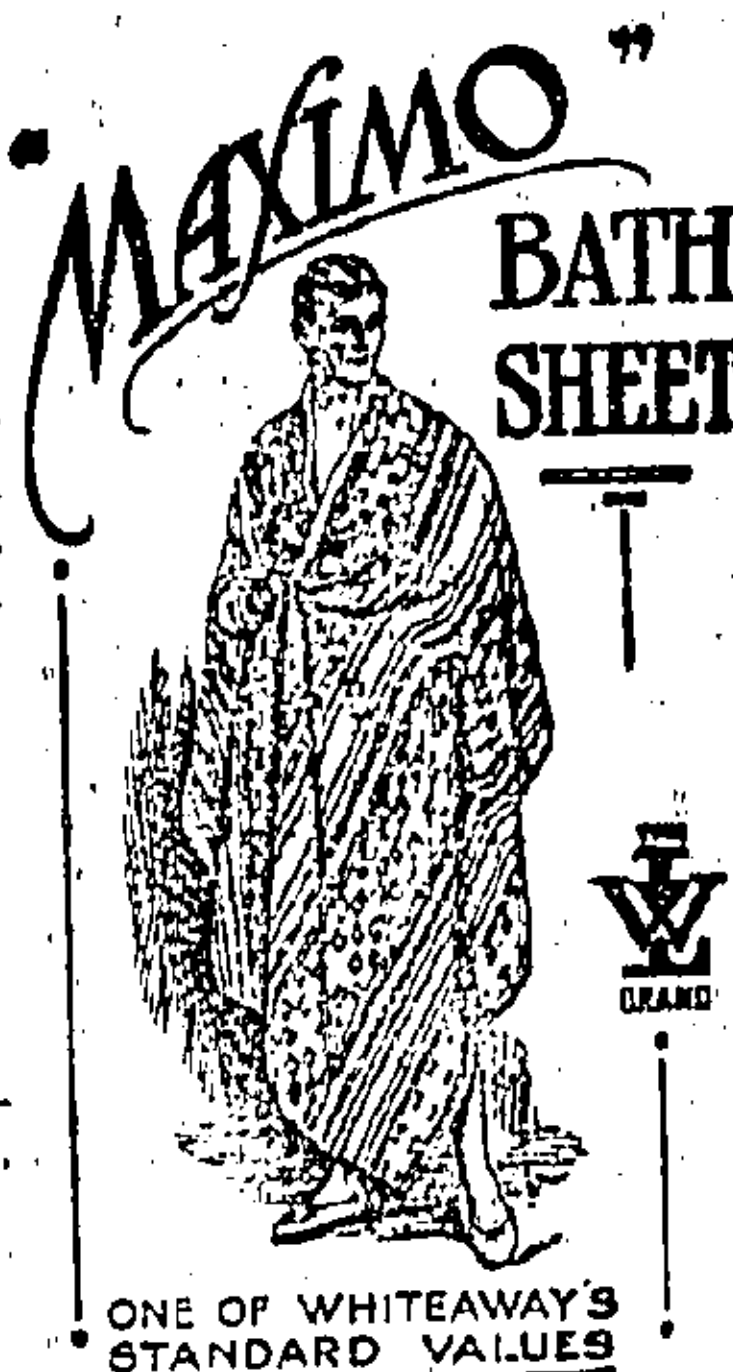
STANDARD VALUE

\$1.50 each.

THE "MAXIMO" BATH SHEET

In Fawn and White Check stripes. Red borders, hemmed ends. Size 46 x 72 ins.

STANDARD VALUE **\$3.75** each.



THE "ABSORBA" TOWEL

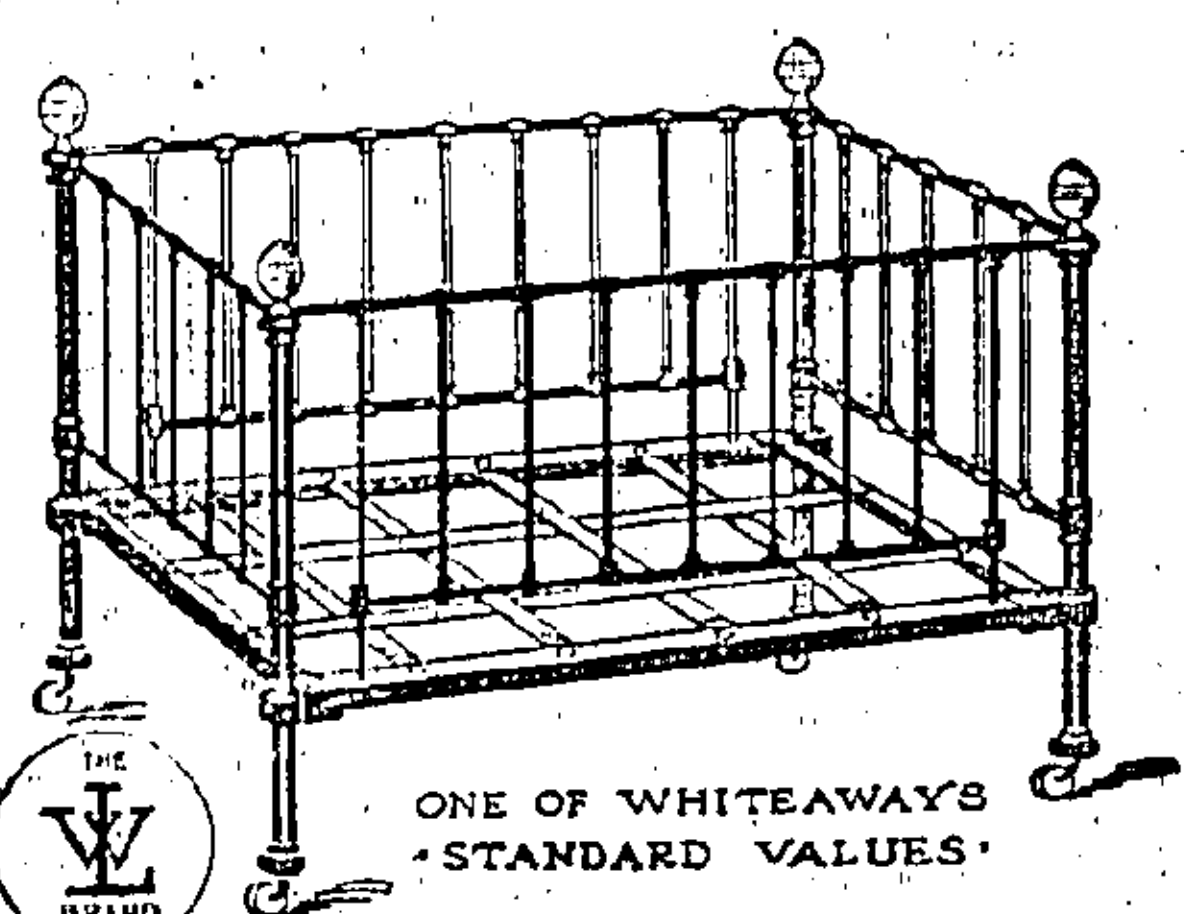


THE "ABSORBA" TOWEL

A fine bleached honey combed Towel, with broad hemmed borders. Very soft and absorbent. Very suitable for travellers. Each towel packed in cardboard carton. Size 26 x 36 ins.

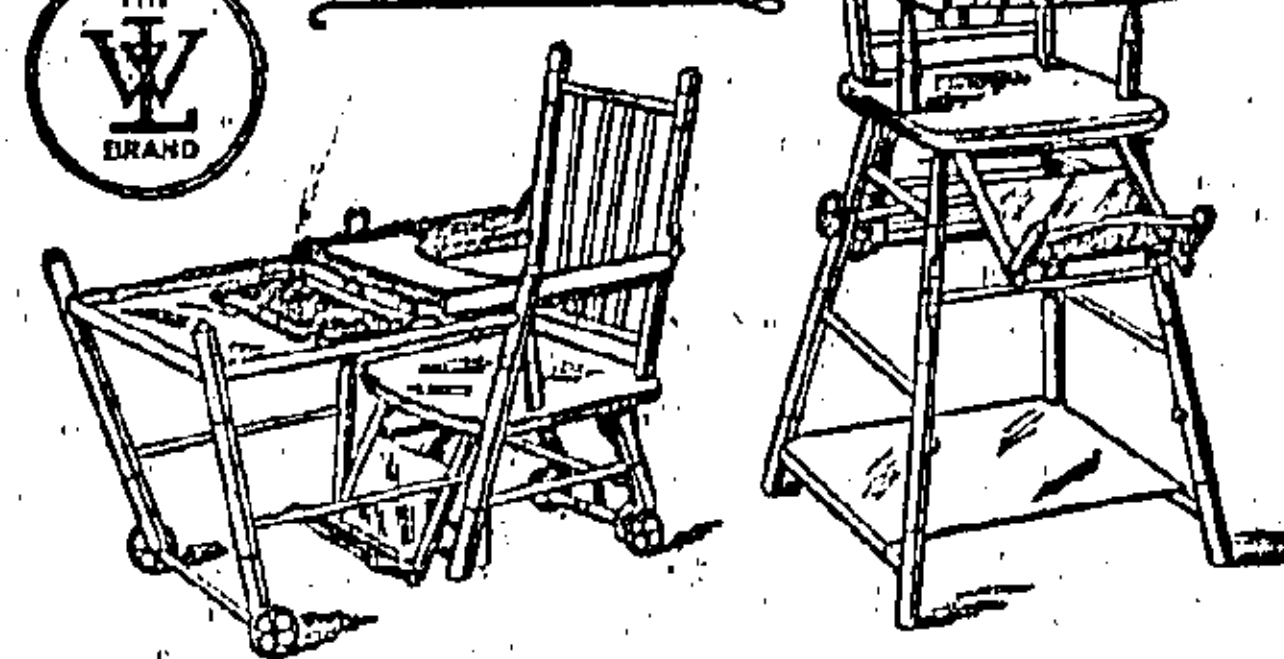
STANDARD VALUE **85** cents each

"TRANQUILA" COT



THE TRANQUILA CHILD'S COT. STANDARD VALUE **\$13.50**

The "GLADSUM" BABY CHAIR



As illustration. Folds up and runs on wheels. Made of Pinewood. Very strong and useful. **\$12.50**

FIRST FLOOR SHOWROOMS.

WHITEAWAY, LAIDLAW & CO., LTD.

COST OF LIVING.

(Continued From Page 7.)

the system of letting it go to the highest bidder—a procedure which in the "boom" years put the price of land up to false heights. Landlords, having paid high prices for building and land, have had to charge high rents—plus, of course, whatever else they could impose for the benefit of themselves, for they, in turn, have to bear their individual share of the high cost of living.

Luxuries.

It was perhaps a little unfortunate that Mr. Shenton should have spoken of increased luxury to-day as compared with 15 or 20 years ago, because he gives a false impression by doing so. It is true that the standard of living has gone up here as it has gone up everywhere else and that there is generally more diversion and pleasure. Cinemas, silk stockings, dancing, motoring and all such things—taken very much more matter-of-factly and unnoted than they were years ago—have doubtless come to stay, even in the lives of the moderate-salaried, but they are, at the moment, still treated mainly as "extras" and do not come into the budget of what a man calls his "cost of living," which, broadly, is confined to board, lodging and clothing—for himself or for a family. It is the growing cost of providing for absolute essentials that is so disturbing and Mr. Shenton has, I think, rather spoiled his raising of the subject by mentioning "luxuries" when he possibly had in mind nothing more than the general improvement in the standard of living which has been evident almost the wide world over since the late war.

Causes of High Cost.

It is suggested, (and this is where a Government enquiry would be of value) that Hongkong is far too much in the grip of rings and guilds and that prices are regulated for the benefit of these middlemen and not according to what, were there free competition, would be the laws of supply and demand. Compradors, shops, market stall holders, and butchers are alleged to be the worse offenders in the respect and it would be interesting to know what the producer or supplier actually gets and what percentage of profit is made. By those who sell to consumers. Efforts could possibly be made to lessen the influence which intermediate dealers have on prices, and Mr. Shenton has put his finger on the vital spot in suggesting that enquiry could profitably be conducted towards this end. Perhaps the Government will be impartial enough to initiate an official enquiry, even though, at the moment, it believes the causes of high costs to be outside its control.

CANTON PICKETS AND CARGO SEARCHES.

(Continued From Page 7.)

are cadets at the college, but even these facts cannot be fully verified. That some Communist scheme is on foot is known to be correct.

I hear also that a plan to wreck the train service, which would have resulted in a very serious accident had it been carried out, has been frustrated by a worker on the railroad between Sheklong and Shektau. It seems that a part of the track had been cut and loosened. That this also is the work of "Red" agents is known to be a fact.

AMERICA'S HEAT WAVE.

TWENTY-FIVE DEATHS RECORDED IN CHICAGO.

New York, Sept. 16. The heat wave from the middle west has reached New York. The thermometer stands at 90 degrees in the shade, a record here for the time of the year.

There have been 25 deaths in Chicago in two days as a result of the heat wave. There have been none hitherto in New York, probably owing to the low humidity. *—Reuter's American Service.*

Sir Oliver Lodge's nomination of two English astronomers in refutation of Dr. Butler's assertion that there are no great men nowadays, has provoked Professor Jacoby, of Columbia University, to make one or two nominations. He suggests Professor Einstein, famous for his relativity theory, as "head and shoulders above Sir Oliver Lodge's nominations." Professor Jacoby thinks that an American astronomer, Dr. Henry Norris Russell, of Princeton University, is also worthy of a place among contemporary great men.

ANTI-PIRACY.

(Continued From Page 7.)

until the master, or other person in charge thereof, shall have received a certificate in writing, signed by the Captain Superintendent of Police, or by some police officer authorised by the Captain Superintendent of Police in that behalf, from which it shall appear that such search has been completed.

10. Subject to exemption granted under these regulations and to the proviso herein contained no ship shall carry any passenger or attempt to carry any passenger beyond the harbour of Victoria on any voyage within the local trade limits as defined in the Merchant Shipping Ordinance, 1899, or leave any place of mooring or place of call in the waters of the Colony and outside the said harbour unless and until a search of the nature mentioned in the foregoing regulation 9 has been carried out, nor until the master or other person in charge thereof shall have obtained a certificate in writing of the kind mentioned in the said regulation 9: Provided that this regulation shall not apply in the case of any launch or motor boat on occasions when it is used solely for purposes of pleasure.

11. No ship to which the foregoing regulation 10 applies shall call at any place en route unless such place of call and the intended hour of departure therefrom has been notified to and approved by the Captain Superintendent of Police. Approved hours of departure shall be adhered to.

12. Except with the permission of the Captain Superintendent of Police, or in saving life or rescue work at sea no person shall be allowed to embark on and nothing shall be brought on board any ship after delivery of the certificate required by the foregoing regulations 9 and 10 and before leaving the waters of the Colony or arrival at the first place of call therein, notified and approved as aforesaid, as the case may be.

13. (1) Every police officer in carrying out or taking part in any search required or authorised by these regulations shall have power to search any vessel and its stores and equipment, and the master, officers, staff and crew, and their belongings, the passengers and their goods and baggage, and the cargo, and every person who may apparently be about to go on board and everything which apparently is about to be put on board, and may do all such acts and things as may be reasonably necessary in order to carry out such search effectually.

(2) The police officer in charge of any searching party, and any police officer superior to him, shall have power to detain any vessel until in his opinion the searching shall have been completed.

(3) It shall be lawful for the police officer in charge of any searching party, and any officer superior to him, to order that no passenger or thing shall embark or be brought on board without his express consent while the search is proceeding; no person shall act contrary to such order: any such order shall be in force as soon as the same shall have been communicated to the master or other person in charge of the vessel.

(4) No person shall obstruct any such search or detention.

14. Every owner, agent, charterer, licensee, master, officer, member of staff, member of crew and other person shall render every assistance and give all necessary orders and facilities in his power to the police in their searches and in all their acts preliminary or incidental thereto and in the carrying out of these regulations, and shall use his best endeavours at all times to see that no arms or ammunition are smuggled on board.

15. The Captain Superintendent of Police shall have power, in his discretion, to exempt any vessel from any provision or requirement of these regulations, either generally, or during any period, or on any occasion, and to impose conditions of exemption. Every condition imposed under this regulation shall be duly performed and observed by the grantee.

16. These regulations shall not apply to any vessel being or having the status of a ship of war.

DESTRUCTIVE FIRE.

12,000 BALES OF COTTON DESTROYED.

London, Sept. 16. Twelve thousand bales of cotton stated to have been saved from the Mississippi floods were destroyed by fire at the works of the Cotton Salvage Company, Limited at Moston, Manchester, where cotton valued at £200,000 was stored. The fire brigade saved the rest of the stock. *—Reuter.*

THE CRIMINAL SESSIONS.

TO COMMENCE NEXT MONDAY.

The Criminal Sessions open at the Courts of Justice on Monday, when the acting Chief Justice and a jury will hear the case in which Leung Ping, alias Leung Yip, and Sin Sing, are charged with forcibly taking and detaining a person for ransom.

At the same time, the acting Puisne Judge will take the case where Chan Fuk is charged with larceny after a previous conviction (two counts), and failure to report under the Prevention of Crimes Ordinance, 1887.

Another case to be taken before the acting Puisne Judge is that in which Hui Tack is charged with robbery by two or more.

After these cases have been disposed of, the Sessions will be adjourned until Thursday, when Chu Kap will be charged before Mr. Justice J. R. Wood with bribery on three counts and offering bribes.

The Shaukiwan murder trial will open on Monday, September 26, at 10.30 a.m. when the two prisoners, Kam Shun and Cheng Tsang, will be arraigned before the acting Chief Justice.

A CONFESSED THIEF.

STOLE STUDENTS' CLOTHES.

"He admits to four larcenies and a snatching case, but it has been impossible to find the complainants for them," said Sgt. Whant this morning, when a Chinese was charged with the larceny of a suit of clothes from 13, Ching Liu Terrace, before Mr. R. E. Lindsell at the Central Magistracy.

Sgt. Whant explained that the defendant was employed as a messenger at the University during the latter part of last year, and a number of articles were found to be missing from students, such as topcoats and shoes. The defendant absconded after several of the losses had been reported, and the police had only recently found him.

Owing to the movements of students, it had not been found possible to locate the complainants.

Mr. Lindsell:—Actually he has no criminal record?—No criminal record at all.

The defendant was sentenced to six weeks' hard labour.

EUGENE CHEN AND KUOMINTANG.

MOSCOW INTERVIEW.

Moscow, Sept. 16. Eugene Chen in a statement to pressmen emphatically declared that the Nationalist Government of China as a real political factor no longer existed. Before its betrayal by Nanking Wuhan militarists and the Kuomintang made the whole world realise that Chinese nationalism was a new force in Asia with which foreign imperialism would have to reckon, but to-day the position was different. Nobody feared or respected the Kuomintang any longer. The new political system which the Nanking and Wuhan militarists were trying to build up under the flag of the Kuomintang, would be a kind of super tuchunate not differing in essentials from the Peking model.

The true followers of Sun Yat-sen must rally to his widow Sun Tsing-ling and fight resolutely against the true Kuomintang being reduced to the level of a secretariat of a neo-tuchunate. *—Reuter.*

Hsu Chien Leaving.

Shanghai, Sept. 16. T. V. Soong, Wuhan ex-Minister of Finance, left for Unzen this morning aboard the Nagasaki Maru. Hsu Chien's wife and family arrived at Tuckwo from Hankow yesterday. Hsu Chien is believed to be in Shanghai and is expected to leave for Japan secretly shortly.

Chang Ting-fan, Chief Staff to Bei Chung-hsi, this morning assumed office as mayor of Greater Shanghai. *—Reuter.*

LEAGUE COUNCIL.

BRITISH AND FRENCH COMMENT.

London, Sept. 16.

While the British press is congratulating Canada on her election to the Council of the League the French newspapers comment unfavourably on the defeat of Belgium's candidature. Several remarks on the paradoxical nature of the situation in which they declare that Germany, who is the aggressor, remains a member of the Council while Belgium, the victim is excluded. They declare that the vote will not enhance the reputation of the League among the small States who are jealous of the Great Powers. *—Reuter.*

WAR BONDS PLAN.

HOME GOVERNMENT'S ATTRACTIVE OFFER.

London, Sept. 16. Over £200,000,000 is involved in the Treasury offer to holders of maturing 3 1/2 per cent. War Loan, 5 per cent. War Bonds and 4 per cent. War Bonds to exchange their holdings for 3 1/2 per cent. Conversion Loan at £132/15/-, £142 and £134 respectively for every £100 nominal surrendered. City circles regard the offer as attractive since it confers 94 shillings per cent. interest on virtually irredeemable Government security. *—Reuter.*

FORD'S LAND PURCHASE.

STORY DENIED BY COMPANY OFFICIALS.

Detroit, Sept. 16. Enquiries at the Ford offices here produced no confirmation of the New York World story of Mr. Ford's purchase of land in Brazil for rubber growing. The Ford officials professed to know nothing of any such transaction. *—Reuter's American Service.*

STEEL COMPETITION.

U. S. MANUFACTURERS DEMAND HIGH DUTY.

Washington, Sept. 16. Mr. Mellon promises to publish in a few days the report of a committee investigating the demand of steel manufacturers for the imposition of a high duty on German steel products on account of the alleged unfair trade practices of German steel producers. *—Reuter's American Service.*

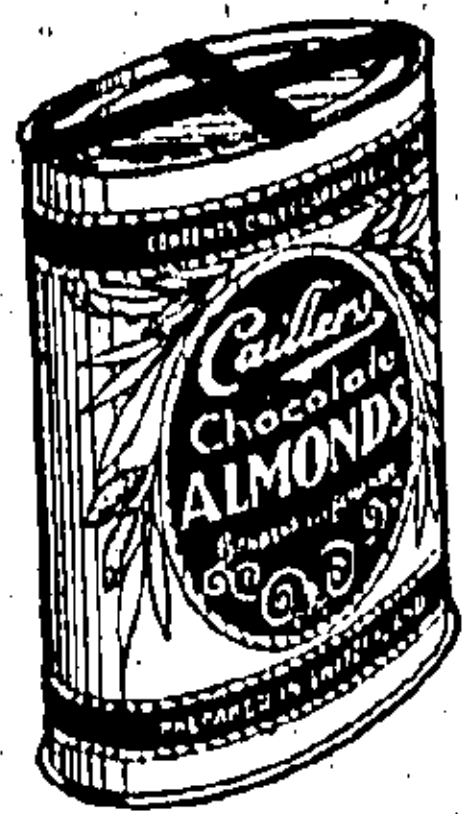
An interesting incident took place yesterday in the "Better Ole," the Naval and Military Y.M.C.A. in Peking Road, Kowloon. Two smiling soldiers, one belonging to the Scots Guards and the other to the Devons, came up to the counter, arm in arm, and told the lady worker that they were brothers and had just met after a separation of 10 years. This re-union is remarkable, for the transport on which the brother of the Devons was returning to India was only in Kowloon for a short while and neither knew the whereabouts of the other.

The pick of the highest grades of Virginia leaf have for many years been shipped to the manufacturers of Three Castles cigarettes. The blend gives that mild distinctive bouquet found in no other cigarette.

ALSO PACKED IN REGULAR 20's & 30's

THREE CASTLES

ARRIVED THIS WEEK



ON SALE EVERYWHERE



WOMAN'S WORLD



ON SALE EVERYWHERE

HOLIDAY MATTERS.

BLEACHING CREAMS FOR SUNBURN.

"It is holiday necessities which we are selling best among our preparations at the moment," said a member of the firm of a Bond-street beauty specialist, whose establishments in London, Paris, and New York are world-famous.

"Waterproof cream: waterproof rouge, and indelible lipstick are required for clients to take on holiday ready for sea bathing or uncertain weather on the moors.

For Sunburn.

"For the after-effects of a holiday we have three types of bleaching cream for sunburn. These are chosen according to the degree of sunburn on the skin, and are greatly in demand by clients who call in here when making flying visits back to town from the Lido or Deauville.

Prevention Better Than Cure.

"At the moment we are selling dozens of beauty boxes to clients who are going out of town for some weeks. Women realise how essential it is to keep their complexions fit, and try to prevent ravages of sun and salt breezes.

Liquid powder, and cooling lotion, astringent lotion, skin tonic, cleansing cream, day cream, and pore cream, eye lotion, and soft paper tissues for removing the creams and lotions are included in these beauty 'medicine chests.'

"Reducing soap is a toilet item of which we sell a great deal. This is particularly popular with women who wish to thin down their arms. The soap is rubbed on to the arm and contains properties which shrink the superfluous fat tissues, and by continuous applications, gradually reduces the size of the arm.

"As for treatments we are busy with clients who are going away for some weeks. They arrive at 9 a.m. and a steady stream of them continues until 6 o'clock at night. In fact, we as well as our clients are beginning to feel worn out!

"Cleansing treatment for the face and muscle strapping movements are our chief concerns at the moment. Women all require toning up after the season's activities, and many are having special complexion treatments to prepare their skins to meet the sun's rays at seaside resorts either at home or abroad.

Treatment for the Eyes.

"Summer beauty treatment is the care of the eyes. Now that women motor so much, the eyes not only become tired with the glare from the roads, but they naturally collect small particles of dust, which, while not giving pain at the time, are bad for the eyes if not removed. Consequently we have a special eye lotion which should be used regularly.

"It is surprising how many women forget this all-important eye-bath; they will be punctilious in using complexion creams and skin tonics, but when I point out the eye glass and lotion included in the beauty boxes we make up here, they will exclaim, 'Fancy! an eye-bath—I should never have thought of giving my eyes treatment.' Yet tired eyes soon create wrinkles."

JABOTS FOR AUTUMN.



An important detail in the Autumn mode will be the jabot. Agnes wears a black satin collar with white jabot on a navy blue frock.

CIGARETTE WISDOM.

My lady nicotine is sometimes severely criticised by doctors. Tobacco heart, unmelodious voices, shattered nerves and pickled skins are a few of the horrors they predict for the present race of smoking women. Smoking has a great hold on the modern woman. Apart from smoking because it has become a habit, and a fashion, she smokes because it is a real pleasure to her, and she thinks it more companionable to smoke with a man when he is smoking. So that, altogether, she finds it hard to give it up, even for the sake of beauty.

If she must smoke, then let her remember that prevention is better than cure, and if she takes care she can continue to smoke without either shattering her nerves or pickling her skin. These are a few simple hints to remember about smoking. Smoke a good mild cigarette and you will not suffer from "tobacco heart." Limit yourself to five cigarettes a day. This amount will never affect your nerves. Once you have made up your mind not to smoke more, keep to it. Do not smoke with the cigarette in your lips the whole time. It is this which "pickles" the skin and mars facial beauty. When holding your cigarette do not deliberately let the smoke rise on to your fingers.

AN IDEAL TENNIS FROCK.



Here is the ideal tennis frock in white crepe-de-chine, an original note being struck by the wide coloured belt worn low, and the monogram to match.

THE MARKET BASKET.

French fruit and vegetables have gained in significance since the popular discovery of vitamins, but this is a difficult season both here and at home for buying them. Most of the summer fruit is over and, with the exception of spinach, green vegetables are hard to find. "No Missie, pineapple finishie, custard apple not good, too much fall down typhoon, apples no more," said my greengrocer, looking at me mournfully through his hornrimmed spectacles. Oranges, bananas, grape fruit, persimmons and some hard Chinese pears seemed to be the only fruit to be had. Despite this the local fashion of decorating the stall with small boughs of green leaves made it look very fresh and pretty. The vegetable stalls were in as sad a case. I found beet, spinach, eggplant, cucumbers and a few mushroom-rooms at 50 cents a pound. So much for local products but one can, of course, generally find at Lane, Crawford's imported fruit and vegetables from Canada which help considerably.

Two Recipes.

A very delightful salad can be made of beet root and celery as follows. Chop coarsely some beet root and a head of celery; mix together with a dressing made by mashing cream cheese and adding oil and a little vinegar to make a thin cream. Heap in a glass bowl

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, July 28: Here is a delightful little sketch by Madeleine, illustrating that sports clothes are designed for freedom of movement beyond everything else, while at the same time it is not necessary that they should lose their chic. This very exclusive model was made in white crepe de Chine, with pleated skirt and "V" neckline, original notes being struck by the coloured side monogram, low belt, and "Helen Wills" eye-shade, all to match. From the little figure at the foot, you will see that the back of the dress is perfectly plain, emphasising whatever slim lines you may be fortunate enough to possess.

Stephanie has supplied us this week with a cream georgette tucked jumper to which, unfortunately, the art of the black-and-white illustration cannot do justice. You will see, without my emphasising the point, exactly where the tucks come, and this design is one which requires something of an expert in the jumper line, otherwise it is going to look extremely amateurish. There are tucks again at the wrist bands, and the buttons are covered georgette which give you the lovely job of taking them off for the first time. On the other hand, this is the kind of jumper which would justify a few shillings spent at the dry cleaners', and alternatively—as we've used up all our hands over this jumper—the buttons could be pearl; only I think that keeping the whole thing georgette has the advantage of emphasising the tuck motif, if you understand me.

Try This.

I have come across an attractive kind of roll which I prefer to eat as cake, but which, I understand, is very good served as fancy bread and buttered. I don't know its name, but if your family like it, they'll quickly find a suitable one, and if they don't, well it's name won't matter. The ingredients are: two pounds of flour, a little salt, two teaspoonsful of baking powder, a quarter of a pound of butter, a quarter of a pound of sugar, half a pound of stoned and chopped dates and a quarter of a quarter of chop-

ped walnuts; also a little over half a pint of sour milk. Grease several long, round tins (coffee tins, or something that shape will serve) and heat in the oven. Sift the flour, salt and baking powder into a bowl and rub in the butter. Then add the other ingredients and mix together with the milk. Put into the tins and bake; subsequently cooling on a sieve. I think you might be pleased with these if you try them. They certainly are that much-longed-for thing: a "change."

By the way, I wonder if, when you've had that inevitable bit of pastry left over on cooking days, you've ever tried scraping in some pieces of odd cheese (scraped finely, of course; or even grated) some pepper, a little butter and salt, and making things like jam-turnovers in shape? If you haven't, you will be pleasantly surprised to find that you can make an attractive little cold supper item in this way. Of course, they can be manufactured as a special thing, but the time when you have got the pastry and the oven going is the economical way.

Miss Ruth Draper, our artist has sketched this week, may not be



known to all of you; but this is only because of her inherent modesty. She is the eighth, eleventh, or whatever it is, wonder of the world, being both an American and an actress who does not like publicity. Two or three years ago—I'm not quite sure of my dates, because I only knew of her for the first time last year—she came to London and gave a series of matinees; last year she started to do the same, but there was a Royal Command for her (out of which, remarkably enough, she refused to make "pub-

WHAT SHALL WE WEAR?

A FORECAST FOR AUTUMN.

We have had hints lately of the approach of Autumn, and after a long summer the planning of a winter wardrobe has an added delight.

Since the ensemble has become so important a feature of the mode, the first point to be considered is which colours are to be fashionable during the coming season. Some of the leading Paris houses are trying to introduce blue and grey in a number of wonderful new colours, but the warmer tones have gained a firm hold and certainly predominate in the autumn collections. I have also been informed that the new gunmetal stockings and shoes are replacing the aude and champagne colours at Home, but as there is every indication that beige and bois de rose will hold their own here, I do not think we shall see many of them in the colony.

Autumn Colourings.

Parisienne have a particular penchant for black, especially for street wear in the spring and autumn, and there are very many English women who consider a navy blue walking suit an indispensable part of their equipment. But even the dictates of fashion are modified by local conditions, and neither black nor blue are likely to be worn very much in this colony. Clothes dur-

ing the next month, or so here, will almost certainly show a range of definite autumn colourings. Warm apricot beiges, and a deep cherry scarlet will strike a bright note among the prevailing bois de rose, and we shall see white with touches of scarlet or yellow. The blue tones are being introduced through the medium of bois de rose the newest shades of which show a decidedly violet tone, and through those very deep beetroot colours which are particularly becoming to brunettes with a fresh complexion. A few greens with bluish or grey tones are also making their appearance in suits of the sports type.

Length and Line.

Skirts will be worn a little longer in the day time with the exception of sports clothes, and the favourite length will probably be an inch or so below the knee



A little georgette jumper designed to emphasise the charm of pin tucks which form its sole trimming, with the exception of the buttons which can be either of georgette or pearl.

FOUND IN THE UP-TO-DATE FLAT.

BEAUTIFUL AND USEFUL TRIFLES.

A remarkable afternoon table caught my eye in a modern flat. It was rounded, and on close inspection was found to separate into four quarters. It was guaranteed to save my hostess a lot of trouble at tea time, without having the disadvantage of being an unsightly nuisance at any other time.

Bookrests have become necessities. A delightful pair were of unpainted crystal elephant, pushing vigorously with their trunks. They stood on a rosewood base.

The old-fashioned chandelier, with rounded, rather than prismatic surfaces, is found in tinted glass. I saw a beautiful one, shaded from the palest delft blue to a deep royal. An amusing thing about modern glass is that it is clouded to resemble china.

for the young slender girl and to mid calf for older women. The autumn collections show a decided tendency to flare with a diagonal upward movement, generally only on one side, though the straight boyish frock and the overdress sponsored by Jenny are still prominent. The robe de style has now become an important part of the evening mode, and Lavin's interpretation of this style with a long bell shaped skirt, cut up almost to the knees in front, is gaining ground. There is no doubt that the uneven homine will be a feature of most evening dresses seen during the coming season.

ICED COFFEE.

To Make.—Grind the coffee just before making if possible. Where no coffee mill is available buy freshly-ground coffee. Allow a full tablespoonful of ground coffee to each half-pint of water. Put the required amount of coffee and the water (boiling) into a pan, bring to the boil, draw the pan to the side of the fire, and add a few drops cold water, then boil up again. Repeat this process twice more, stirring the top of the coffee lightly with a spoon. Let it settle, then strain into a large jug. To each quart allow a pint of milk and a pint of cream or un-sweetened condensed milk. Sweeten to taste, and when cold embed the covered jug in a pail or tub filled with ice and freezing salt. Cover all with a blanket and leave until required.

The coffee should stand in ice at least three hours before using. Serve in cups or small glasses, and where possible top with a teaspoonful of whipped cream.

CHARMING HOLIDAY SUIT.



A little holiday suit consisting of a crepe-de-chine skirt and an coloured jumper. White or cream for the skirt makes an excellent contrast.

CRYSTAL.

ITS IMPORTANCE TO-DAY.

Crystal promises to be very fashionable this winter; choker necklets of large flatish beads spaced by round ones are replacing the large pearls which played so important a part last year as a correctly matched hat. A long chain of lightly faceted crystals looks exceedingly well worn with the new afternoon jumper suits, especially on the rosy beige shades, or with black and white.

Ensemble jewellery is as important a factor in style to-day as a correctly matched hat and suit. Crystal is one of the easiest and, incidentally, one of the cheapest ways of keeping all one's jewellery in the same key. It can be used in alliance with rhinestones which are now replacing the glittering diamante of last season. The newest hat and handles, are being set with them, and they are being used to trim many of the latest evening shoes and dresses.

A good string of crystals can be bought here for between twenty and thirty dollars, the older and more finely cut necklaces being naturally the more costly. It is easy to distinguish crystal from glass; both weight and colour are different. Dealers frequently test doubtful beads by holding them to their faces and whereas glass rapidly gets warm, the crystal always feels cold. One of the charms of crystal is its very faint opalescence, the older chains having a quite perceptible amethystine tint, and all crystal has a

COTTON STREET.

INTERESTING PART OF HONGKONG.

Have you discovered Cotton Street? It is a narrow lane which runs between Queen's Road and Des Voeux Road just beyond the Central Market, opposite the Lai Wah Company. Along either side of the lane are small, brightly lit shops, each with a narrow central counter, around which are stacked bales of cotton stuffs, gingham, artificial silks, striped pyjama flannel and the more sober hues of the blue and grey gabardines for Chinese long coats. Although Cotton Street may strike you at first as being rather "Chinese," you will discover there a number of useful materials that can be bought at a good deal more cheaply than in the larger stores.

As I passed down Cotton Street the other evening, a number of big wooden cases were being unpacked. These nearly filled the narrow lane and were causing no little excitement to some small children, who were dancing round chattering like magpies and commenting on the various materials.

At the entrance of the first shop I stopped at was a highly coloured pile of cheap cottons for kimono at four yards a dollar. Among them were some really pretty designs which would delight a small girl as a dressing gown, or as a cover for her nursery table. Fine coating material can be picked up for a couple of dollars a yard, and checked flannels for about half that sum.

Bargaining is part of the fun of Cotton Street if you are prepared to spend the time over it. You will generally find that the sellers enjoy the process as much if not more than you do, and unless you are very clever they will come out on top. There is something of the air of Wembley about this narrow lane; it is China, but a clean and pleasant China where the newcomer will find adventure without any of the discomforts that one may experience in some other parts of China town.

Parallel with Cotton Street runs another lane of a very different character. I do not know its official name, but I call it Onion Street, for nearly every shop is piled with cases of Spanish onions. There could be no greater contrast to the street we have just left. The rough cobble stones are littered with onion skins, dirty paper and rubbish, among which half naked babies are scuffling and laughing. The barber is beside the road, shaving the bald pate of one of the onion merchants, and alongside him a whole family is squatting round a low table of "chow." The whole life of these people seems to be lived in public, personal washing and the family laundry are both done in the street. They sleep, eat, wash, quarrel, and indulge in seemingly interminable discussions, under the eye of the passer by, and in an atmosphere impregnated with onions.

warmth which glass cannot imitate.

Crystal beads suit nearly every one, and are as appropriate for day time wear as with a light dance frock. If you are lucky and have a long slender neck and a white skin, a choker of crystal will show it off better than pearls. On the other hand the line of a longer necklace, hanging down nearly to your waist, carries the eye down on either side of a plump neck and thus gives an illusion of length and slenderness very much to be desired in conjunction with the modern fashions.

CHENILLE FLOWER.



A new flower made of loops of pink chenille and red lacquered leaves is especially suitable for a tailored suit.

Go-Go THE Jester

By Jim Lavery

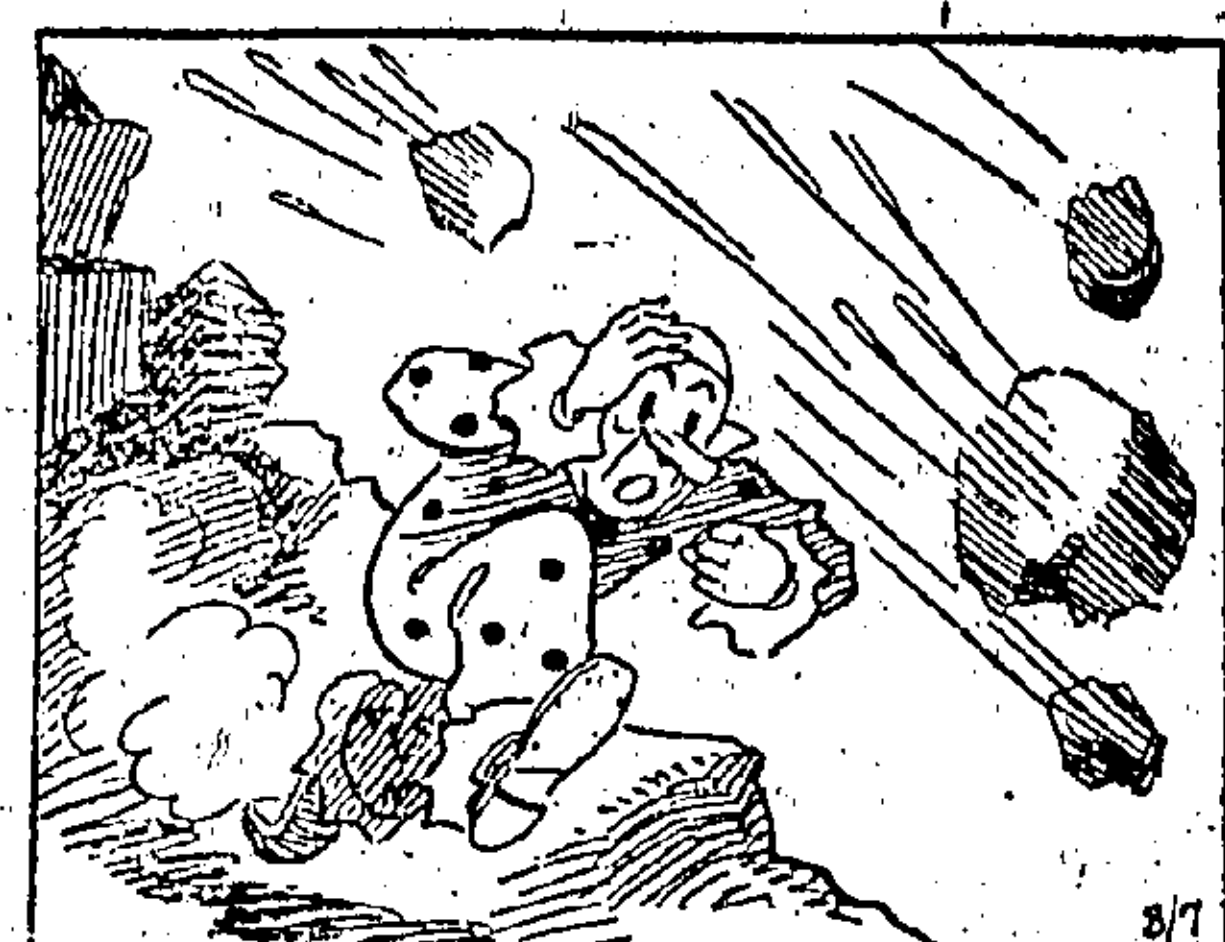
I'M BULL DOZER, TH' CHAMPION MOUNTAIN CLIMBER - I WANT AN ASSISTANT - YOU GET FORTY CENTS AN HOUR - WE SCALE SPIKE'S PEAK TOMORROW - DON'T FORGET TO BRING YOUR LUNCH.

FROM HERE ON, I SCALE TH' PEAK ALONE, YOU PARK ON THIS SPOT AND MAKE MOVIES OF ME AS I DO IT.



WHEW! TH' TOP AT LAST.

HEY! YOU'LL HAVE TO DO THAT ALL OVER, I FORGOT TO PUT TH' LENS IN TH' CAMERA.



SALESMAN SAM



GUZZ, WHADDA YA SAY T' ME GOIN' UP IN AN AIRPLANE AN' DOIN' A SKYWRITIN' STUNT T' ADVERTISE TH' STORE? GUZZLE MINDED!

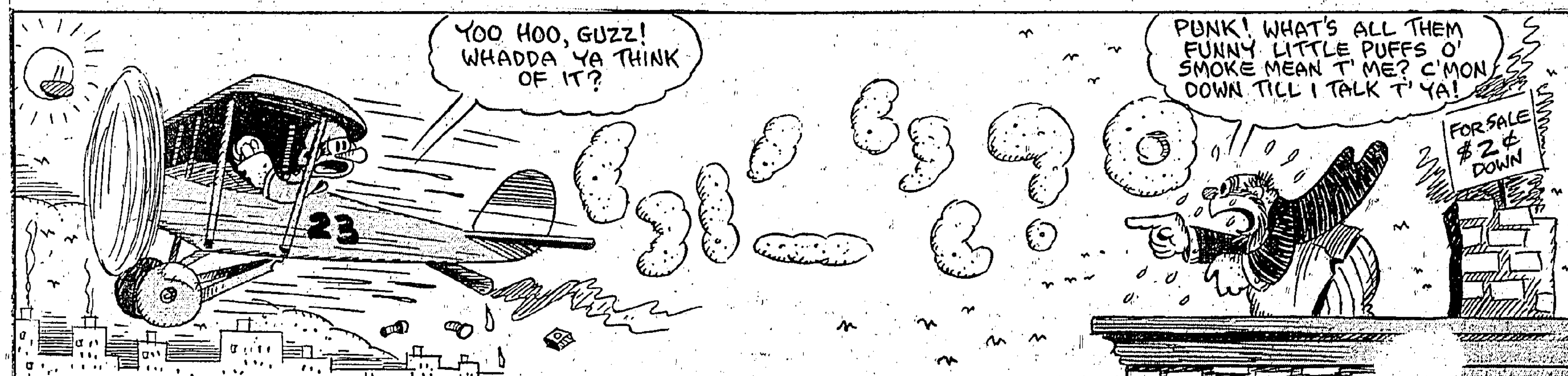
THAT AIN'T HALF BAD, SAM! I GOTTA COMPLIMENT YA ON BEIN' SO HIGH MIND!

I'LL GO OVER TO TH' FLYIN' FIELD AN' HIRE A SHIP AN' YOU PUT DOWN ON A PIECE O' PAPER WHAT YA WANT ME TA WRITE!

AWRIGHT - WHEN YA COME BACK I'LL HAVE IT FOR YA!

TUNE 'ER UP GOOD AN' I'LL BE BACK SOON'S I GET ORDERS FROM TH' BOSS!

THERE YA ARE, SAM! I'LL BE UP ON TH' ROOF WATCHIN' YA!



HECK! JUST WHEN I WAS HAVIN' SOME FUN HE HAS TA CALL ME DOWN - HE'S UP IN TH' AIR MOREN I WAS!

ICE - COLD CASH ONLY

SAY, I TOLD YA T' SPELL OUT - 'EVERYTHING YOU NEED FROM PINS TO AN ELEPHANT AT GUZZLEM'S GENERAL STORE' - AN' YA DIDN'T DO IT!!!

I DID, TOO, GUZZ! BUT I FIGGERED IT WAS SO DARNED LONG I'D BE UP THERE ALL NIGHT.

PRETZELS PRUNES PORK PEAS PICKLES PASTES PETS

SO I WROTE IT OUT IN SHORTHAND!

WHITEWAYS FOR DOLLAR VALUES

A SERIAL STORY

MY LADY: A TALE OF MYSTERY.

By EDGAR WALLACE.

Author of "The Four Just Men," "The Secret House" &c., &c.

JOHN MORLAY, heard of a firm of commercial enquiry agents, declines to help.

JULIAN LESTER to discover the financial position of the

COUNTRESS MARIE FLOI, who is under the care of a former nurse.

MRS. CARAWOOD, who is a wealthy woman now, and keeps a number of shops. John succeeds in meeting the ladies, and admires the Countess. He refuses to help Julian, who decides to employ someone else. Julian returns home to find.

JOE SALTER, a burglar, in his flat, and decides to keep in touch with the man as well as to employ

MARTIN, an enquiry agent. Mrs. Carawood learns that John Morlay has been making enquiries about her. She calls on him, and succeeds in obtaining his consent to accompany the Countess about town as a kind of guardian.

CHAPTER VI.

John Morlay, the day following that on which he had received his appointment, came to the shop after business hours, and would have turned away, but that he saw a gleam of light through a gap in the blinds. His ring was answered immediately, and in the surprise at his arrival, Mrs. Carawood did not put away the book from which she had been reading. He remembered only that Julian Lester's contemptuous reference to her weakness, and a glance at the title confirmed in part the story of her literary taste.

In some confusion she snatched the book from the table and thrust it among the papers on the self.

"You're a great reader, Mrs. Carawood."

"Why, yes, I am," she said. "But not the kind of books you'd read, Mr. Morlay."

"I don't know that I'm any wiser for that," he smiled. "There was a time when I was rather keen on blood-curdling romances."

"Did you grow out of it?" she asked, so naively that he could have laughed.

"I don't think one ever grows out of a love of fiction and adventure," he said.

He had come on no particular errand, unless it was (and this he would never confess to himself) a desire to hear more about Marie. But he was diffident of raising the subject, nor did she help him. Herman disappeared into the kitchen and came back with a tea tray. Mrs. Carawood drank tea at all hours, she said apologetically, and this was one of John's pet weaknesses also.

"Presently he arrived, rather directly, at the real object of his visit.

"I've been wondering, Mrs. Carawood, if you have any plans for your young lady's future?"

She shook her head, and at that moment her face became troubled.

"No—it is worrying me a little," she said. "I suppose my lady ought to do something. It isn't good to be idle. She's a wonderful writer; perhaps she'll make a book."

"I sincerely trust she doesn't," he laughed. "You mean, write a book?"

She flushed and nodded, and he hated himself for the joke that had brought a little hurt to her. She was very sensitive about her lack of education—a small but natural vanity that was a little pathetic. It took a long time before he could get her to talk about the girl, and then he learned of Marie's childhood, and the beauty that had made old ladies and gentlemen turn in the street and ask whose child she was.

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"No, I'm not. Is that a disadvantage?"

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(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hong-kong (about)	Destination
KIDDERPORE	5,334	20th Sept.	Straits, Colombo, Bombay & Karachi
KHYBER	9,114	1st Oct.	M'les, L'don, A'werp & Hull
ALFPORE	5,273	6th Oct.	Straits, Colombo & Bombay
NYANZA	7,023	12th Oct.	Straits, Colombo & Bombay
MALWA	10,986	15th Oct.	Marseilles & London
NAGPORE	5,283	20th Oct.	Straits, Colombo & L'don
KASHMIR	8,985	23rd Oct.	M'les, L'don, A'werp & Hull
MACEDONIA	11,120	12th Nov.	Marseilles & London
MONGOLIA	16,504	26th Nov.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Cyprus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	19 Sept. 2.30 p.m.	S'pore, Penang & Calcutta
TILAWA	10,006	4th Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	30th Sept.	Manila, Sandakan, Thura
ARAFURA	6,000	23rd Oct.	Island, Townsville, S'bane
TANDA	6,956	2nd Dec.	Sydney and Melbourne

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Hiole, Cebu, Kolombogen, Tawau, Timor, Darwin, or other ports en route as indicated on offers.

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NYANZA	7,023	22nd Sept.	Shanghai, Moji & Kobe
LAHORE	5,252	27th Sept.	Shanghai, Moji & Kobe
KASHMIR	8,985	30th Sept.	Shanghai, Moji & Kobe
ARAFURA	6,000	4th Oct.	Shanghai, Moji & Kobe
*MACEDONIA	11,120	15th Oct.	Shanghai, Moji & Kobe
MONGOLIA	16,504	20th Oct.	Shanghai, Moji & Kobe
TANDA	6,956	8th Nov.	Shanghai, Moji & Kobe
MANUVA	10,946	12th Nov.	Shanghai, Moji & Kobe
KHIVA	9,135	19th Nov.	Shanghai, Moji & Kobe
JEPPORE	5,318	25th Oct.	Shanghai, Moji & Kobe
KASHGAR	9,005	26th Nov.	Shanghai, Moji & Kobe
ST. ALBANS	4,500	6th Dec.	Shanghai, Moji & Kobe
MOREA	10,953	10th Dec.	Shanghai, Moji & Kobe
DEVANHA	8,155	24th Dec.	Shanghai, Moji & Kobe
MALWA	10,986	7 Jan. 1928.	Shanghai, Moji & Kobe

*Calls at Batavia.
All dates are approximate and subject to alteration without notice.

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Due Hongkong

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Steamship "CARNARVONSHIRE"...	27th Oct.
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S.S. "CITY OF LINCOLN"...	via Suez Canal 28th Sept.
S.S. "CITY OF EASTBOURNE"...	via Suez Canal 6th Nov.
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STEAMER	DUE HONGKONG ON OR ABOUT	SAILS HONGKONG ON OR ABOUT
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TAIPING	8th November	15th November
CHANGE	9th December	16th December
TAIPING	7th January	14th January

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Agents.
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ART EXHIBITION.**MACAO TO ENCOURAGE PHOTOGRAPHY.**

A photographic and art exhibition will be held at "Flora," Macao, from Jan. 2 to Jan. 15, 1928, having for its object the encouragement of art and photography in the Far East and particularly at Macao. The contest will be open to both amateurs and professionals, the two groups being divided into four sections as follows:

- (1) Photographs of scenery, panoramas, etc. of Macao.
- (2) Photographs of life, customs, local practices etc. of the Portuguese Colony.
- (3) Photographs of commercial and industrial activities at Macao, and
- (4) Photographs of scenery, life, commercial activities, etc. and all photographs of general interest to the Far East.

Three classes of prizes will be awarded, gold and silver medals and certificates of merit. Photographs submitted must have been taken by the exhibitors who must also possess the right of sale of the copyright of such pictures. The Port Works Department reserves the first right to purchase the copyright of all exhibits intended for sale.

The Department invites possessors to submit for exhibition, and will grant suitable awards, to a special section, portraits, pictures and paintings, etc. in oils, water-colours, etc., sketches, engravings, photographs, and other reproductions of historical value, old or modern, regarding Macao and the Far East. The Department undertakes to insure against loss upon the owner's application and free to owners, any picture of value. Where no application for insurance is made the Department fixes the amount of indemnity to be paid at not more than \$10 for each exhibit.

CHARITY BAZAAR.**CHINESE SISTERS OF THE PRECIOUS BLOOD.**

Situated at Shaukiwan, this institution, which was founded many years ago, by a noble band of Chinese Sisters, deserves public attention for the praiseworthy work it has been doing for a great number of poor and needy women and children of the Colony. These unfortunate people look upon the institution as their home, wherein they are provided with a means of living besides being taught to understand the gospel which impresses in their minds so much that they really lead a happy life. Branch convents and schools founded in Kowloon and other parts of the Province show the extension of the activities of the institution. The Sisters are to be complemented: they devote their lives to administering to educating and sheltering the poor.

At the cost of living is getting high and these poor people's necessities are ever increasing, the Sisters are therefore obliged to open an annual bazaar in order to be able to carry on a work so splendidly started.

The Bazaar will be held on the 8th and 9th October, at the Catholic Young Men's Society, 16-Caine Road under the presidency of Hon. Dr. R. H. Kotewall, C. M. G. For the Bazaar, tickets at \$1 and \$2

WATER POLO.**CHINESE OLYMPIC TEAM BEATEN BY V.R.C.**

The team of Singapore Chinese who visited Shanghai to take part in the Far Eastern Olympic Games engaged yesterday in a water polo match against the best local talent. The result was a win for Hongkong by five goals to two.

The match was played at the V.R.C. and was watched by a great crowd of spectators including a number of Chinese ladies and gentlemen interested in swimming.

Considering the fact that the Colony has just completed its water polo season, which means that every player had a whole season's practice, the performance which the visitors put up was indeed a creditable achievement. The score does not indicate the true difference between the teams.

The visitors were all good swimmers and knew the game very well. The shooting was at times brilliant but the defence of the V.R.C. which was left in the hands of Soares and Raiton assisted by Kazavet negated many of their would-be goals. Kazavet played a very sound game and was always reliable. Laing, although badly marked, was responsible for three of the five goals scored by the V.R.C. whilst Lyon playing his usual tough-and-go game, scored the other two goals. Simpson was always erratic and often left his man unmarked.

The visitors were very quick at "dribbling" and whenever there was a scramble one or other of their players would come through with the ball. The two goals which they scored against the V.R.C. were pretty efforts, the first which was scored after they were two goals down, was such a brilliant shot, that in some quarters it was felt that the V.R.C. would be outclassed in the long run.

The Game.

The Singapore players were the first to get the ball when the game started, but, instead of passing back, they tried a long shot which the goalkeeper, Laing, deflected. A neat pass to Laing resulted in a goal for the V.R.C. within one minute of the commencement.

A little while later Laing put in another swift shot which struck the horizontal without entering. The ball was sent to Lyon who scored from an almost impossible angle.

With two goals down the Singapore team got together and settled it in a business like way. An error on Simpson's part left his man unmarked with only a goal to beat. From a five yards range a beautiful shot, which beat Rocha all the way, was sent in, to score the first goal for the visitors.

At this stage of the game, Kazavet was responsible for frustrating many of the visitors' efforts to equalise. The Singapore team forced two corners but could not score while on the other hand Laing had his luck unmarked with only a goal to beat. From a five yards range a beautiful shot, which beat Rocha all the way, was sent in, to score the first goal for the visitors.

On resuming play Simpson had a glorious opportunity to increase the lead but fumbled near the goal. Lyon put in a hard shot which the goalkeeper stopped but could not hold and Laing added the final touch to Lyon's effort.

Shortly afterwards the V.R.C. added their last goal of the match, a pass from Laing to Lyon doing the trick.

Just before the end the visitors managed to score a second goal. Here again, Simpson left his man unmarked with the result that his opponent swam up with the ball and shot as he pleased.

Final score: 5-2.

are issued in exchange for souvenirs. It is to be hoped that it will receive a gratifying response from the generous public in disposing the tickets so as to make the Bazaar a success.—Contributed.

CONSIGNEE NOTICES.**THE BEN LINE STEAMERS, LIMITED.**

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 5th October, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong September 14, 1927.

CASE WITHDRAWN.**NEIGHBOURS SEEK TO LIVE WITH AMITY.**

On the application of Mr. D. L. Strellett, the summons for assault taken out by an amah employed at No. 89 Hollywood Road, third floor, against Wong Lan-koon and his son Wong Chi-yu of the second floor, was withdrawn.

At a previous hearing, Major C. Willson who heard the case, suggested that since the summons was the outcome of a trivial matter, it would be advisable to settle the case out of court—the more so as the time of the court was very heavily booked.

Mr. M. K. Lo appeared for the defence and Mr. Strellett represented the amah.

Addressing the court, Mr. Strellett said: "In view of your Worship's intimation on the last hearing, I have had considerable discussion of this matter with my client and her employers. They are deeply impressed with the idea of trying to live in amity with their neighbours and in all the circumstances my client has instructed me to withdraw this case. I therefore, as her solicitor, withdraw the allegations against the defendants of having committed the assault."

Mr. Lo: "I am very glad to listen to the statement my friend has just made. I accept the withdrawal on behalf of my clients and am glad the parties can now live in amity as neighbours."

His Worship: "That being so, the summons is withdrawn. I am very glad you have come to a settlement."

Mr. Lo: "As the defendants' solicitor, I withdraw the allegations against the complainant."



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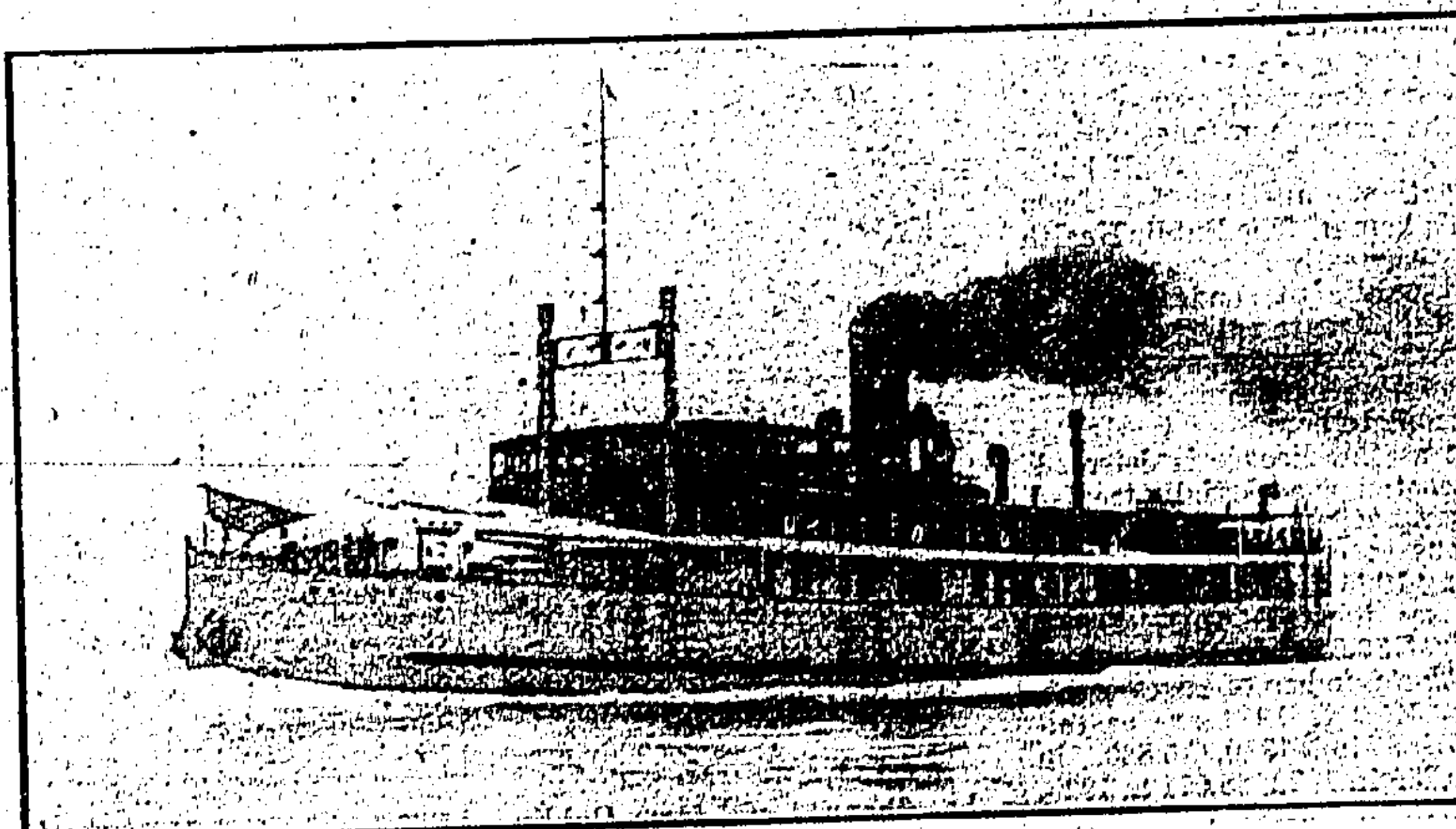
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Aki Maru ... Wednesday, 19th Oct.

HOMBAI via Singapore & Colombo.

Hakodate Maru ... Tuesday, 27th Sept.

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Baron Jedburgh	Java	18th Sept	20th Sept	Batavia
Baron Inchcape	Java	In Port	20th Sept	Batavia
Tjikarang	Shanghai, K'lung	20th Sept	22nd Sept	Amoy, N. China
Tjikini	Java, Meers	26th Sept	28th Sept	Batavia
Tjitaroom	N. China	26th Sept	28th Sept	Batavia
Tjisdant	Batavia	2nd Oct	6th Oct	Shanghai & K'lung
Tjisaraea	Shanghai, K'lung	4th Oct	6th Oct	M'kar & Java
Tjisalak	Java, Meers	12th Oct	13th Oct	Amoy & China
Tjibodas	N. China	10th Oct	13th Oct	Batavia

*Via Macassar

*Via Batavia

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RIVERSIDE RIOT IN
GLASGOW.

COLOURED MEN FIGHT
WITH KNIVES.

MANY INJURED.

Glasgow, Aug. 16.
A riverside battle between coloured seamen, in which razors, knives and a revolver figured, occurred in Glasgow this morning outside the offices in James Watt-street of the Seamen's Union.

About twelve men were injured, some seriously, and eight arrests were made. The battle lasted about ten minutes, and afterwards an ambulance wagon party collected the injured, who were lying on or staggering about the road.

The clash occurred between West Indian negroes and Arabs.

Trouble is alleged to have arisen over the appearance of Arab firemen, who had been brought from London to sign on for a new vessel. These men turned up at the Union offices for their permits, and in the street were gathered a party of West Indian negroes.

Squabbling between the rival parties was quickly followed by the drawing of knives and razors, which were freely used, and at least one revolver shot was fired.

How Battle Began.

News of the battle reached the police through a telephone message and a detachment of constables was speedily sent from the Marine Police Station, while others were despatched from the headquarters in St. Andrew's square.

"I never saw anything like it," remarked an eyewitness of the fight, adding "it was terrible while it lasted. Shortly before 11 o'clock I noticed two separate groups of native seamen squabbling. They began pushing each other, and in a few seconds knives were drawn and a hand-to-hand fight ensued.

"Some of the men," he continued, "were armed with heavy sticks, while others flourished razors and knives. There were about 200 men standing at the corner of James Watt-street when the disturbance began, but they took no part in it, allowing the natives to fight it out among themselves."

The fight lasted 10 minutes. On the arrival of the police it came to a speedy end, and those who had escaped serious injury made a wild dash for safety.

"The scene after the fight," remarked a white seaman, "was like a shambles."

Four men, one of them suffering from a bullet wound, were treated at the Western Infirmary, while a number of others with cuts and slashes had their injuries dressed at a neighbouring surgery. Three of the men taken to the infirmary are stated to be in a critical condition.

Better feeling is stated to exist at big ports between West Indians and Arabs, the negroes claiming that as British citizens they should have first call over aliens in the manning of British ships.

SCIENCE BEATS
FEVER.

A REMARKABLE RECORD.

Remarkable progress in eradicating kala-azar (dum-dum fever) from Assam is detailed in the report of Major T. D. Morison, I.M.S., Director of Public Health, Assam. "It is an established fact," Major Morison states, "that before any treatment for kala-azar was known at least 90 per cent. of those attacked succumbed to the disease. The treatment now being undertaken has converted this death rate of 90 per cent. into a recovery rate of the same percentage."

The most up-to-date and expensive treatment with urea stibamine, the report continues, is now available free of cost to all kala-azar patients and not far from patient's homes. The Public Health Board earnestly requests the general public to endeavour to make the treatment campaign against the disease more effective by inducing all patients to undergo a complete course of treatment as soon as the disease is detected. An untreated or a partially treated kala-azar patient continues to be infectious to others.

During 1925 the number of kala-azar cases treated was 49,385, as against 60,940 in the previous year. The number of cases treated from 1920 to 1924 are as follows: 7,188 in 1920, 15,880 in 1921, 19,659 in 1922, 35,071 in 1923, and 48,770 in 1924.

The high-water mark in the number of patients treated was reached in 1925. The curve, which steadily rose during a period of six years of treatment, is now declining, and this is due to the intensive treatment campaign which has been systematically carried on for the last seven years.

NEW TRADE PACT
COMPLETED.

RECENT FRANCO-GERMAN
AGREEMENT.

MUTUAL CONCESSIONS.

Paris, Aug. 17.
The temporary Franco-German commercial treaty was initiated this morning, and will be signed later by M. Briand and Herr von Hoesch, the German Ambassador. It is based upon the most favourable nation principle, but has a list which would make the ghost of Cobden stare and gasp. It runs for eighteen months, and is really an agreement between hostile nations and to adjust necessity to necessity.

Land frontiers are very different from sea frontiers. French Lorraine, recovered at the cost of two million lives, cannot dispense with the Ruhr coke. The Ruhr coal pits cannot work without the Lorraine iron ore, the raw material upon which its work is based. On the other hand, the German wishes to be able to enjoy the fruits and vegetables of the happy Midi.

Germany gives to the produce of France her minimum tariff upon the condition that the French Government undertakes to give three months' notice of a cessation of the agreement in case the projected French Tariff Bill, which will be discussed in Parliament this autumn, should be rejected. If no definite action is taken by either country, the most favoured nation clause will prevail.

The agreement is characteristic of the age in which we live. It is made between two Governments which do not trust each other and two nations which do not love each other. It is based upon the Free Trade principle, but in effect the French sell wine, iron ore, and textiles (from Alsace) to the Germans—products with which our industry cannot compete. The Germans give back their manufactured coke, their films, and their machines and their electrical products. The countries are joined by river and canal, and are economically interdependent.

Favoured Products.

For the time being the French minimum is granted to the chemical, electrical, metallurgical, pottery, and porcelain industries of Germany. The same privilege is granted to the German leather industry. France accepts provisionally the German minimum tariff, and the arrangement is subject to special agreements by which, for example, the import of French wines into Germany is limited to an annual contingent of 360,000 metric quintals.

Champagne and other sparkling wines and wines intended for distillation do not benefit by the minimum rate. The limitation upon wine exports from France is to expire if a final agreement is concluded on December 15, 1928. The agreement signed to-day takes effect on September 6.

M. Bokanowski, the Minister of Commerce and President of the French delegation, initialled the agreement this morning, and left immediately for Le Havre, where he will take passage on a French line steamer for America. He is to be the spokesman for the French at the legal congresses in Canada and the United States.

Germany Pleased.

The newspapers do not conceal their joy at the report that France has renounced her right in accordance with the Versailles Treaty to confiscate German property in France if Germany does not fulfil her reparation obligations.

ATLANTIC FLIGHT.



Capt. R. H. McIntosh, who has "hopped off" from Dublin for New York.

The New Zealand Government has established a postal agency on Pitcairn Island, where the islanders have hitherto been dependent on the captains of passing steamers to carry unstamped mail matter for them.

£150,000 BATHS FOR
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A MODEL FOR WHOLE
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RIVAL TO ROME.

A great building, faced with white faience, glittering with new brass and coloured glass, comprising all the latest ideas in communal bathing—these are Bermondsey's new public baths in Grange-road, to be opened by the Mayor, Councillor George Catchpole, on Sept. 24. They are certainly the most up-to-date in London, and probably in England; they would be a credit to any borough in the country. Bermondsey has indeed every incentive now to cleanliness.

The baths are costing about £150,000, and have been erected by direct labour; but the Bermondsey ratepayers will not have to suffer for the expenditure. "This is our first big undertaking by direct labour," said Mr. Catchpole in conversation with me yesterday, "and we are delighted with it."

"Artificial stone is used in various parts of the building, and we manufactured it on the premises ourselves. The experts have seen it, and are more than satisfied. The work has been completed in eighteen months, and, in spite of the outlay, we have already reduced the rates by 2d. this year, and hope to make a still further reduction next month."

The Great Pool.

The new structure, which is almost complete, is comprehensive to a degree. First of all there is the "first-class swim," as the great pool is called. It is 100ft. by 35ft., and is superbly appointed. Continuous columns span the immense chamber, which shines in all the glory of fresh plaster and clear glass. Round it runs a suspended gallery, while the walls are lined with swimming boxes, which can be folded up against the wall during the winter months. Beneath the bath itself is a giant reservoir of water, which will always be available in case of need—an innovation in swimmingbaths and it is interesting to note that the Council thinks that it will probably be necessary to empty and clean the bath at least once a week.

During the winter months the bath will be covered in, and the great hall which then emerges will be used as a cinema, concert, and dance hall. The Council has already a cinema licence, and hopes to be able to run a municipal film performance. There is a fine buffet and supper room on a lower floor, with ample cloak-room attendance.

Sumptuous Fittings.

Next in importance to the great bath comes the smaller, or second-class swimming bath, which may be open throughout the year. Then come the slipper-baths, of which there are 77 for men and 52 for women—not forgetting four special cubicles, with small bath let into pedestals, for the exclusive use of Bermondsey's babies.

The bath cubicles are made of "marbello," and contain luxurious porcelain baths. These, too, are divided into first and second class baths—the distinction lying in the qualities of soap and towels and the attendance. Down in the bowels of the building are the Turkish and Russian baths, whose fittings are almost sumptuous. Their prices, however, will not be proportionate to the luxury.

Attached to the baths is a great public wash-house, where Bermondsey was engaged yesterday in doing the family washing. There are great revolving coppers, in which clothes are scoured without any labour; huge drying cupboards, with hot pipes, where the washing may be dried in 10 or 15 minutes; mechanical mangles and electric irons. It is possible, indeed, for the Bermondsey housewife to bring the family wash there in the morning and return with it neatly folded and ironed by mid-day. These wash-houses have already been in operation for two years but their cost is being included in the total sum allowed for the baths.

HOW MUCH DO YOU KNOW?

The following are the replies to to-day's questions:

1. One of the conspirators sent a letter to Lord Mountbatten, warning him that something would happen at the meeting of Parliament, and the letter was shown to the King. 2. Jamestown, in Virginia, started by a London company which sent out a hundred emigrants in 1587. 3. John Hampden, because Charles I. levied the tax not only on coast towns, but had been the custom, but also on inland places. 4. St. Giles, Edinburgh, by Jenny Geddes. In 1587, because Charles I. imposed on Scotland a Prayer Book founded on the English model. 5. Stafford, Charles I.'s Minister, when the King, after great hesitation, gave way and agreed to the Bill of Attainder which condemned him to death. 6. Turinham Green. He retreated because the London train bands blocked his way at Hyde Park Corner. 7. Westminster Hall—just outside what is now the Royal United Service Institution—St. George's, Windsor. 8. Oliver Cromwell to one of his soldiers when he turned out the Bump Parliament. The humble was the Moore. 9. For being such an unbecomingly time-adding. 10. James II. on his flight from England dropped it into the Thames. 11. Massacre of Glencoe. The Campbell's massacred the MacDonalds, because the MacDonalds had taken the Oath of Allegiance after the latest day allowed. 12. In Ravenna, on the River Danube. It saved Vienna from the French.

AT THE
QUEEN'S TO-DAY ONLY
2.30, 5.10, 7.15 and 9.20.
The picture starts promptly at the above times.JAMES M. BARRIE'S
"A Kiss For Cinderella"

WITH
BETTY BRONSON
TOM MOORE
ESTHER RALSTON

A WORLD of youth,
a beauty and heart's
desire for old and
young alike.

He'll Steal Your Heart Away!

AS real as life, this
great child actor
brings to you a story of
a city wail that will
draw your tears and win
your hearty laughter.
Not since "The Kid"
has Jackie appeared in a
more human and lov-
able picture.

JACKIE COOGAN
in
The Rag Man

AT THE
WORLD
TO-DAY ONLY
Orchestra at 5.15 & 9.20
Chinese Interpreter
at 2.30 & 7.15.



"The Golden Cocoon"

AT THE
STAR
TO-DAY ONLY

Continuous from 2.30 to 11.15

HUNTLY GORDON
HELENE CHADWICK
RICHARD TUCKER
FRANK CAMPBELL
MARGARET SEDDON
JOE BUTTERWORTH
DANNY HOY
CHARLES McHUGH
Directed by LILLIAN WELLS
Screenplay by Lillian Wells and Lillian Wells